

APRIL 6, 1951

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION



## LEADERSHIP IN ENGINE EXCHANGE

Wherever there is a Ford Main Dealer in Britain, the Ford Engine Exchange Plan is at your disposal. Your car can be fitted with a reconditioned engine, tested to the same precise limits as its predecessor, and carrying the same warranty. The cost: less than that of a re-bore and general overhaul.



**Ford**

MOTRING IS 'FIVE-STAR' MOTRING



—THE BEST AT LOWEST COST

FORD MOTOR COMPANY LIMITED · DAGENHAM

THE AUTOCAR, APRIL 6, 1951

"WE CAN'T GO ON LIKE THIS!"



"What's the matter?"

"It's our oil, Mr. Owner. It has become so full of dangerous dirt that we dare not move."

"Can't you get as far as that garage?"

"We'll manage that, sir, if you will promise to buy us a PUROLATOR Micronic Oil Filter. There's nothing finer for cleaning up our oil and enabling us to carry on working. You can buy a complete kit and fit it yourself."

## PUROLATOR FILTER KITS

including all necessary unions, piping and fitting instructions to enable motorists to install the filter without special tools or equipment.

### AVAILABLE FOR THE FOLLOWING MODELS

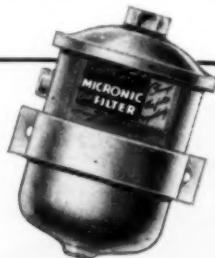
MF 2395 for FORD 8 or 10 h.p. 1934 to 1949  
MF 2396 for STANDARD 8 h.p. 1938, 1939, 1945 to 1948  
MF 2397 for MORRIS MINOR 1948 onwards  
MF 2398 for MORRIS 8, Series E. 1939, 1945 to 1948  
MF 2399 for HILLMAN MINX 1934 to 1950  
MF 2501 Filter and No. 10 Fitting Set for MORRIS OXFORD 1948-1949 up to Engine No. 12433.

ALL AT 50/- EACH COMPLETE, WITH THE EXCEPTION OF MF 2501 AND FITTING SET NO. 10 WHICH IS 47/6D. COMPLETE.

# PUROLATOR

Regd Trade Mark

## Micronic OIL FILTERS



AUTOMOTIVE PRODUCTS COMPANY LTD · LEAMINGTON SPA

C.J.L.




*Lubrication on your mind?*



*Use Price's* **ENERGOL** MOTOR OIL

Our business is more than turning cars out of a factory. They've got to run easily and stay out of repair shops. When we recommend an oil we don't take any chances. The back-room boys tested Energol. Then we tried it out on the road. Now we not only recommend it, but I use it in my own car. Yes, use Price's **ENERGOL THE OILIEST OIL**  
*says the motor manufacturer*

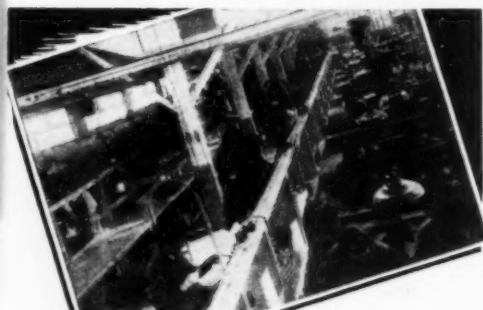
RECOMMENDED BY LEADING BRITISH MOTOR CAR MANUFACTURERS



**Erots** ACTIVITIES

In an effort to serve all our customers fairly during the present shortage of raw material, we are compelled to ask them (including manufacturers), to take full advantage of our standard range of fittings so that we may concentrate our limited material and labour resources on these products and thus satisfy the maximum number of customers.

**BENTON & STONE LTD.**  
Aston Brook Street, Birmingham, 6  
PHONE: ASTON CROSS 1905



## A HALL Sectional Timber Building for Every Need

NO MATERIAL LICENCES  
NEEDED. Let us quote for your  
requirements. Write to:—

**HALL'S** PADDOCK WOOD  
TONBRIDGE KENT



### THE JAGROSE CAR ACCESSORIES CATALOGUE

The 1951 Edition, fully illustrated and listing over 1,000 bargains, is now available. Send 6d. for your copy and save 6d. in your car maintenance.

### JAGROSE FULL CAPACITY CAR BATTERIES

Fully Guaranteed. For regular use of Starter and Lights.

Type	Voltage	Amperes	Size in inches	Price
A	6	25	6 7/8 x 5 1/2 x 13 1/2	89/6
Q	6	27	7 1/8 x 5 1/2 x 13 1/2	72/-
L	6	30	8 1/2 x 5 1/2 x 13 1/2	85/-
C	12	26	11 x 6 1/2 x 13 1/2	135/-

Factor in Order and Carriage 12/6. The only a Jagrose battery to suit every car. Quotations by return.

### JERRICANS

4 1/2-gallon containers, repainted and in first-class condition. Every can guaranteed and pressure tested before despatch. Post 1/6 each.



9/6

### JAGROSE CAR WING LAMPS

Black, 6/6 and 8/6. Chrome, 9/6 and 11/6. Bulbs, 1/6 each extra. Post 5d.

### JAGROSE COMPLETE DECARBONISING BASKET SETS

Morris 8 9/4 Austin 10 8/8  
Austin 7 10/4 Morris 10 8/8  
All Post 1/-

ALL CARS QUOTED BY RETURN. SEND CAR H.P. AND YEAR WHEN WRITING.

### MOTORIZE YOUR CYCLE!

All units available on easy terms. Deposits from 50/- and 35/- monthly. Send for complete illustrated brochure FREE giving all details.



MINIMOTOR 401 CYCLOMASTER 225 CYMOTO 212 18

### ANTI-DAZZLE VISORS



Suction Type, size 10 1/2 x 4 1/2.

Transparent, adjustable, chrome fittings. Each

Screw-on Type, as illus., ditto, size 11 1/2 x 5 1/2. Post 1/-

16/6

18/3

Why pay more? Save on your OIL.

For OVER 20 YEARS

TENSANDS OF SATISFIED MOTORISTS HAVE USED

ONLY

5 GALLONS 200

JAGROSE SUPER

66-LUXE MOTOR OIL

Cher. 4/-, 1 gallon Tin 7/6 Post 1/6

Special Purchase

LOOSE SEAT COVERS

Limited supply only. To fit front

bucket type seats, small or large.

Per seat

10/6

Postage 10d.

"BENKSHIRE" LUGGAGE CARRIER

No damage to bodywork. Straps on. Suitable for trunks, peaches, etc.

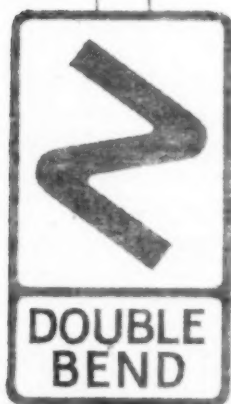
97/6

Carriage 7/-

**JAMES GROSE LTD**  
379-381 EUSTON ROAD LONDON N.W.1 • EU5 5231

YOU NEVER KNOW

WHAT'S ROUND THE CORNER



don't drive on your brakes —  
drive on your  
confidence in them !

*You can depend on —*

**DON**

**BRAKE LININGS**

SMALL AND PARKES LTD., HENDHAM VALE, MANCHESTER, 9

DB163

*your —  
Luggage problem  
— solved!*



## FIT A 'WATMAC' DRAGOMAN ★ *detachable* ROOF RACK

Whitsun... and the holiday season's off to a flying start. When the family climbs into the car, make sure that everyone can relax, with cumbersome cases out of the way—on the roof. Fit a DRAGOMAN Now!

★ Why clutter up the car? All luggage can go on the Dragoman roof rack.

★ Fixed in a few minutes—no drilling or tools. Takes large or small cases.

★ Rack rigidly made of welded steel tube: no strain on car body.

★ Patent fixing gear fits neatly under car door top sill: no strain on guttering.

★ The Dragoman can be fitted by anyone in a few minutes. Available from most garages and dealers.

8—10 h.p. 6 gns. Over 10 h.p. 7 gns.

• Or write to us for details, giving make, year and h.p.

**WATNEY MOTOR ACCESSORIES CO. LTD.**  
Blaby Trading Estate • Blaby • Nr. Leicester • Tel.: Wigston 89601  
LONDON AGENT: PARR EQUIPMENT CO. LTD., 28, AVONMORE ROAD, KENSINGTON, W.14. Tel.: FULham 4211

## Motoring in Spring...



*You'll appreciate*

**PARK  
BATTERIES**

PARR BROS LTD • BLACKBURN • LANCs • ENGLAND



## THE ANCHOR MOTOR CO. CHESTER LTD.

### QUALITY IN USED CARS

These cars have been selected from the very large stock in our "Showrooms with a Show"

- 1950 Model (reg. November 1949). **SUN-BEAM-TALBOT** "90" Sports Saloon. Fitted Radio and Heater. Mileage 7,000. Satin Bronze with Red Leather upholstery £1,375
- 1950 **MORRIS** Oxford Saloon. Mileage 7,000. Perfect condition. Roman Green with Green Leather upholstery £1,095
- 1950 **HILLMAN MINX** Saloon. Fitted Radio, Heater and loose covers. Mileage 8,000. Black with Brown leather upholstery £1,025
- CALL, WRITE OR PHONE FOR CURRENT LISTS

PHONE: 21512 (5 LINES) • GRAMS: ATTENTION CHESTER



**MODERN MOTORISTS DON'T USE HORSES ON HILLS . . .**

*. . . neither should they assess the value of a car until  
it has been offered for sale at Measham.*

**MODERN MOTORISTS BUY AND SELL THEIR CARS  
the *Measham* way**

WRITE FOR ENTRY FORMS AND FULL DETAILS OF THE MEASHAM METHOD TO SALES DEPARTMENT

**MEASHAM MOTOR SALES ORGANISATION**

G. A. HILL, M.I.M.I.

**MEASHAM · BURTON-ON-TRENT**

Telephone: Measham 322 (5 lines)

Telegram: Measham 322

LONDON: 318-370 Kensington High

Street, W.14 (Near Olympia.)

Telephone: WEStern 9821 (3 lines)



MANCHESTER: 34 Victoria Street, 3.

Telephone: BLAckfriars 6386 or 5145/6

TAFFORD: Walton, Stafford.

Telephone: Milford 2934.



Every month, "Measham Magazine" quotes prices realised for 1,000 used vehicles, and valuations of post-war British cars. News, commentaries, test reports. Please send me (a) the "Measham Magazine" for one year. I enclose 2 gns. (b) the current issue of the "Measham Magazine". I enclose 3.6d. (Strike out which does not apply.)

NAME: .....

ADDRESS: .....

**EVERY TUESDAY & THURSDAY — THE GREATEST MOTOR SALE IN THE WORLD.**

5055N



# Samcoweldex

The unique car body repair process



See it demonstrated  
at the B.I.F.

Samcoweldex for door panels  
and wings eaten through by rust



Stand no.

APRIL 30—MAY 11  
CASTLE BROMWICH  
BIRMINGHAM  
SEE OUR EXHIBIT

D255-154

B. U. SUPPLIES & MACHINERY Co. Ltd., LAW STREET, LEICESTER

## LOOSE COVERS

TAILOR-MADE  
FOR YOUR CAR

COUPON TO:-

**Arthur Mulliner**  
LIMITED

BRIDGE STREET : NORTHAMPTON

Please send patterns and prices of your tailored loose Covers

MAKE, MODEL & YEAR OF CAR

NAME

ADDRESS

DATE

(A.R.)

**POST THIS TODAY!**

## LANE ACCESSORIES

offer the following unrepeatable bargains  
in NEW Ex-Govt. Surplus GARAGE  
EQUIPMENT



### Pressure Gauges

0 to 200 lbs. per sq. in.  
1/2 in. Gas Thread, Illumi-  
nated Dial.

15/- each



### Petco High-Pressure Pumps

24 volt, suit-  
able for oper-  
ating coach  
windows, etc.

£1/12/6  
each



### KERT MOORE

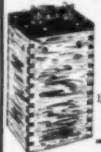
Petrol and brake pipe  
double lap FLAR-  
ING TOOLS 8/16d.  
to 1/2 in. O.D. Com-  
plete in metal case  
with full instructions.

£1 5/0 each



### Meyer Low Voltage Circuit Testers

For checking all  
electrical faults on 6  
and 12 volt cars and  
trucks. Very simple  
to operate. Complete  
with full instruc-  
tions, 88/10, each.



### Storage Battery

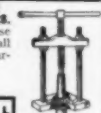
2-volt  
130 Amp.  
Hours.  
Admiralty  
Pattern.  
Size 12 1/2"  
high x 7 1/2"  
x 7 1/2"

£2 5/0 each

### American Globe

6-volt 145 amp/hr. Battery.  
A 23 plate battery suitable  
for cars, commercial vehicles,  
and as storage battery. Size  
13in. long, 8 1/2in. high, and  
7in. wide.

£4/10/0 each



### CURTIS TIMKEN BEARING PULLERS.

Complete in metal case  
with adaptors for all  
sizes of Timken bear-  
ings.

35/- each

### IDEAL WHEEL ALIGNMENT GAUGES

DE-LUXE MODEL

£1 17/6  
each

### PLEWS 1 PT. OIL CANS

Complete with flexible spout and flexible  
extension. Nickel  
Plated finish.

6/- each

### Laminated Cork Sheets

2ft. x 2ft. x 3/32" Ideal  
for gaskets, mats, etc.

2/9  
per  
sheet

### Westinghouse Battery Chargers

Model Rectifier Type.  
200/250 v. A.C. Plug  
50 cycles, will charge up  
to 15 Lead Acid or 20  
Alkaline Cells at 10 amps.

£12/10/0 each



EACH ITEM IS OFFERED WITH MONEY BACK GUARANTEE.

Terms: Cash with order. Carriage free.

LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.



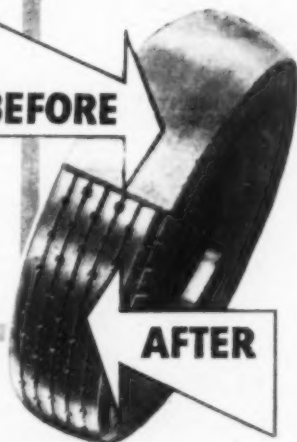
- NEW TYRE MILEAGE OVER AGAIN
- HIGHEST QUALITY MATERIALS
- NO DISTORTION OF CASING
- NO HEAT APPLIED TO SIDEWALLS
- CAN BE SAFELY TREATED MORE THAN ONCE

"TYRESOLES" is still the leading method of tyre reconditioning. Every make and size can be treated and each tyre is handled individually. Trustworthy craftsmanship and a unique process combine to give every road user the lowest tyre cost per mile. With "TYRESOLES" you are sure of new tyre mileage over again at approximately half the cost of a new tyre. There are 38 "TYRESOLES" factories throughout the country for rapid and individual service.

### WYRESOLES

For added safety, specify "WYRESOLES" the re-conditioned tyre with the steel claw tread that grips—an outstanding success in the 1951 Monte Carlo Rally.

**BEFORE**



**AFTER**

# TYRESOLES

FOR MAXIMUM TYRE ECONOMY AND LOWEST COST PER MILE **SERVICE**

Ask at your local garage, or in case of difficulty write to:—

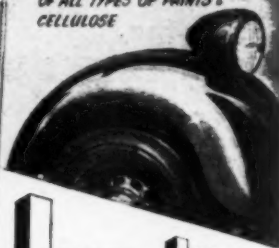
TYRESOLES LTD., Palace of Engineering, Wembley, Middlesex, Telephone: WEMbley 1222 (10 lines)

Following the Famous  
Rust Remover...

JENOLITE PRESENT THEIR

**NEW PAINT STRIPPER**

FOR THE EASIER REMOVAL  
OF ALL TYPES OF PAINTS &  
CELLULOSE



**5/9** per bottle

Obtainable through  
leading stores or  
through—

**Jenolite**

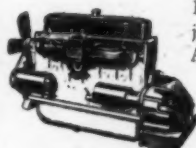
**PAINT STRIPPER**  
FOR WOOD AND METAL

**JENOLITE LTD.**

(Dept. 35) 43 PIAZZA CHAMBERS, LONDON, W.C.2.  
Tel: TEMple Bar 1745, 3058 & 5059



There's nothing like an H.M.L. rebuilt engine for putting new life into older cars. Every H.M.L. rebuild is a top-precision job, fully rebuilt in every detail. Available for all models on exchange basis. Exchange prices from £32. 10. 0. Write, phone or call now for early delivery.



DHB

**GERVIS**

**SHOCK  
ABSORBER  
EXCHANGE  
SERVICE**

**6 MONTHS  
WARRANTY**

The most complete and extensive exchange service covering all popular types of Shock Absorbers from

**34/2  
EACH**

(Reconditioned Unit)  
Immediate delivery against old units.

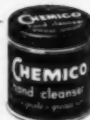
**GERVIS COMPONENTS LTD**  
WAKEMAN ROAD, LONDON, N.W. 10  
Phones: LADbroke 3688/3137  
Grams: GERVIS, HARLES, LONDON

**Twice THE SHINE IN  
half THE TIME.  
LABOUR AND COST**

IT CLEANS AS  
IT POLISHES

For a "showroom" shine that does not fingermark or rainspot, try this wonderful car cleanser and polish. New cars are hard to get. The next best thing is CHEMICO '49'. It brings up your bodywork like new—quicker, easier and at less cost than anything you have ever tried before. 2/6 per tin.

**CHEMICO "49"**  
NEW NO-WAX, NON-ABRASIVE  
CAR CLEANSER & POLISH



Have you tried CHEMICO HAND CLEANSER? Simply marvellous for motorists, mechanics and gardeners. Smear over hands, and under nails, before you start. Afterwards just wash in the usual way—and you have the cleanest hands you have ever seen. 1/- per tin.

THE COUNTY CHEMICAL CO. LTD., SHIRLEY, BIRMINGHAM

## TAKING YOUR CAR ABROAD!



Remember . . . . .

There's nothing like a Continental motoring holiday for sheer pleasure—but there's one snag. If you get a breakdown it can be extremely troublesome and costly. So take a tip from those who went last year. Have your car thoroughly overhauled before you go, particularly the electrical system—and install a new Ediswan battery. You can rely on Ediswan batteries to give unfailing trouble-free service and make your holiday a pleasure.



# EDISWAN

The Batteries with

## ENERGY

The Edison Swan Electric Company Ltd., 155 Charing Cross Road, London, W.C.2  
Member of the A.E.I. Group of Companies

## THE TOOL OF UNLIMITED CAPABILITY

- Single Handed Adjustment
- Force is applied at the strongest point
- Teeth are not in shear
- All wear absorbed by the special cam snail
- Quick action return

**THE "GREBE"**  
(PATENT APPLIED FOR)  
**GETS A GRIP  
ON IT!**

**Garrington  
HAND TOOLS**

MAIN DISTRIBUTORS FOR GREAT BRITAIN AND EIRE:

Chas. Churchill & Co. Ltd., Coventry Road, Birmingham, 11 and Branches	L. J. Medlam & Co. Ltd., 280-312, St. John Street, Clarksonville, London, E.C.1
J. Thompson MacLeod, Ltd., 88, Colquhoun Street, Glasgow, C.1	Nottingham & Mower, Ltd., 179, Borough High Street, London, S.E.1 and Branches

Obtainable from all recognised Tool and Motor Accessory Stockists

WRITE FOR ILLUSTRATED LEAFLET

**JOHN GARRINGTON & SONS LTD.**  
GARRINGTON, HADDONSGROVE

## GENUINE Spares FOR PRE-WAR AUSTINS

7-18 h.p.

A SELECTION FROM OUR EXTENSIVE STOCK  
ALL AT LIST PRICE

EXAMPLES:—

- 18 h.p. Rear Hubs, Axle Shafts, Steel Clutch Plates and Linings—Pressure Plates and Late Type Toggles, Brake Drums, DIN. Cases, Shell Bearings, King Pins and Bushes, Starter Dogs, Old Type Brake Shoes.
- 14 h.p. 6 cyl. Camshafts, C Shaft Front and Rear Thrust Washers.
- 12 h.p. 4 and 6 cyl. Dynamo Brackets, Clutch Pressure Plates, Clutch: steel Centre Plates, Starter Dogs.



LONDON DISTRIBUTORS:

WELSH HARP,  
EDGWARE ROAD N.W.9  
HENDON 6596.

16 UXBRIDGE ROAD,  
EALING W.5  
EALING 6717.

## A CARAVAN SIGHT TESTING

What a sight many folks' vans would have been if they'd bought the first offered instead of going (where they're doubly safe) to U.K.'s largest distributor, ex-editor caravan paper living in van himself 13 years. They saw at his site a unique sight—the largest collection of vans for sale in U.K.—all uniquely guaranteed, with a free van for a leaky one. And good h.p. terms. Help over sites by the C.R.A., too, the only Caravan Association to see the Ministers themselves (many Councils have asked the help of the C.R.A. to start sites). So why not write for more and better brochures to Taplow:—

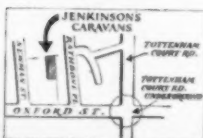


**A. S. JENKINSON**

**BATH ROAD  
TAPLOW · BUCKS**

Telephone: Maidenhead 3434 3 6

ALWAYS OPEN. Easy to reach—right on Main A4. Outskirts Maidenhead. Taplow Station 4 minutes.



OUR EQUAL SELECTION LONDON BRANCH

(with ex-R.A.F. Manager), (now in Oxford Street, if you please).  
A. S. Jenkinson, 89, Oxford Street, (Corner Rathbone Place), W.1.  
Phone LANGham 5606/7. The following buses pass the door: Nos. 7, 7A, 9, 23, 73.  
No. 17 weekdays only 2 mins. from Tottenham Court Road Tube Stn.

## INSURANCE SERVICE FOR THE MOTORIST

consult

## THE LIVERPOOL AND LONDON AND GLOBE

INSURANCE COMPANY LTD.

Country-wide service - Prompt claim settlements - Absolute security

Head Office:  
1, Dale St., Liverpool, 2

London (Chief Office):  
1, Cornhill, E.C.3



## BEWARE OF ENGINE WEAR

Supreme **"SPROL"** Lubrication

## KEEPS YOUR ENGINE YOUNG

*It saves you more than it costs*

*New engines need it*

*Old engines deserve it*

**Manufactured by one of the oldest lubricant  
producers in the country**

CONTAINS ACHESONS COLLOIDAL GRAPHITE

**To: HOPE, HARTOPE & CO. LTD.**

2 Hammersmith Broadway, London, W.6  
EST. 1879

Please Send particulars of Sprol Lubricants

Name .....

Address .....

A.7.



## K.2 SPORTS TWO-SEATER

supplied  
with  
all-weather  
equipment

ALLARD

ALLARD  
MOTOR  
COMPANY  
LIMITED,

24-28, Clapham High Street,

LONDON, S.W.4. Telephones: MACaulay 3201-2-3. Telegrams: "Almotco, London." Cables: "Almotco, London."



hands up!

—no, we're not going to shoot—not even a line—just asking for a show of hands from all who, at some time or other, have wished to come clean after a spot of bother under bonnet or chassis and we give you the password—

**Swarfega**  
RAPID-HAND-CLEANER

A 10 oz. Tin for  
**1/6**  
Obtainable from all  
Garage, Ironmongers,  
Curry & Stores and all  
High class Motor  
Accessory Stores.

- YOU NEED NOT USE WATER WITH IT—BUT BEST RESULTS WITH A COLD RINSE.
- IT IS ANTISEPTIC—NON-ABRASIVE.
- ALSO REMOVES TAR, RUBBER COMPOUND, PAINT, PRINTER'S INK, COBBLER'S WAX, ETC., ETC.
- USEFUL IN THE HOME—GET TWO TINS!

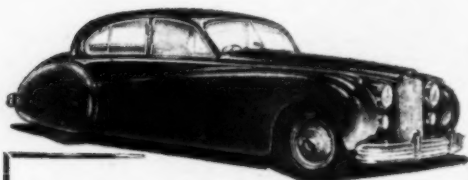


DEB CHEMICAL PROPRIETARIES LTD., Forfar Works, Spencer Rd., Belper, Derbyshire

Tel: Belper 278

THE SENSATIONAL NEW MARK VII

JAGUAR



Powered by the world-famous record-breaking JAGUAR XK.120 Engine

★  
For JAGUAR owners we offer a day and night (specialised) service by JAGUAR trained engineers

By its brilliant performance, its practical and beautiful design, the qualities inherent in the name JAGUAR were never more evident than in the new Mark VII—the finest car of its class in the world.

We shall be pleased to supply particulars of the Mark VII, the current Mark V saloon and the famous XK.120 for which orders are being accepted.

Why not 'phone or call TODAY.

WEMBLEY COURT MOTORS

"The WCM" JAGUAR PEOPLE

Showrooms:

HIGH ROAD, WEMBLEY, MIDDLESEX

'Phone: ARNOLD 5221-2 Cables: WEMCOMO, WEMBLEY

SERVICE STATION, FORTY AVE., WEMBLEY

'Phone: ARNOLD 1154 5 6



**BULLDOG  
ADJUSTABLE SPANNERS**

A further addition to our range of hand tools are the Bulldog Adjustable Spanners available in sizes 4", 6", 8" and 10".

Equip with King Dick

**ABINGDON KING DICK LIMITED**  
ABINGDON WORKS, KINGS RD., TYSELEY, BIRMINGHAM 11, ENGLAND

## GAMAGES REMOULD TYRE SERVICE

Tyre prices may soon be increased again. Let us remould your own Tyres now with the famous GOODYEAR NON-SKID TREAD. It takes only 16-18 days and makes them as good as new.

Tyres should be sent carriage paid, and carriage will be charged for their return whether suitable for remoulding or not. Do not send any money with your tyres—If your casings are accepted a pro-forma invoice will be sent. Much time will of course be saved if you deliver and collect your tyres personally. Every endeavour is made to return customer's own casings but owing to the many processes it is impossible to guarantee this. Casings must be in good condition.

Each tyre should be labelled separately and marked thus:—

FROM: Name and Address. Phone number.

Make and size of tyre. Casing number.

**EXAMPLES**  
4.00 x 18 .. 49/10 4.50 x 18 .. 49/2 5.00 x 18 .. 50/7 5.50 x 18 .. 52/1  
4.50 x 17 .. 48/7 5.00 x 16 .. 54/- 5.00 x 20 .. 48/5 6.00 x 16 .. 75/-  
Should repairs to casings be necessary a further charge of 5/- each is made.

Complete List of Prices & Descriptions Folder Free. We can remould practically any size of tyre.



## MULTI-PLATE BATTERIES

Fully Guaranteed 12 months.

Sizes for all cars and vehicles—Write for list. Examples—  
6 volt, 60 amp. 9 plates 72/6 6 volt, 45 amp. 11 plates 94/6  
per cell 7 1/2 x 6 1/2 x 9 1/2 per cell 7 x 7 x 9 1/2  
6 volt, 70 amp. 13 plates 90/6 12 volt, 60 amp. 13 plates 139/6  
per cell 9 1/2 x 6 1/2 x 2 1/2 per cell 1 1/2 x 6 1/2 x 9 1/2  
Supplied uncharged. Cars: 6 volt, 36, 12 volt, 45, 60, 75, 90, 105, 120, 135, 150, 165, 180, 200, 220, 240, 260, 280, 300, 320, 340, 360, 380, 400, 420, 440, 460, 480, 500, 520, 540, 560, 580, 600, 620, 640, 660, 680, 700, 720, 740, 760, 780, 800, 820, 840, 860, 880, 900, 920, 940, 960, 980, 1000, 1020, 1040, 1060, 1080, 1100, 1120, 1140, 1160, 1180, 1200, 1220, 1240, 1260, 1280, 1300, 1320, 1340, 1360, 1380, 1400, 1420, 1440, 1460, 1480, 1500, 1520, 1540, 1560, 1580, 1600, 1620, 1640, 1660, 1680, 1700, 1720, 1740, 1760, 1780, 1800, 1820, 1840, 1860, 1880, 1900, 1920, 1940, 1960, 1980, 2000, 2020, 2040, 2060, 2080, 2100, 2120, 2140, 2160, 2180, 2200, 2220, 2240, 2260, 2280, 2300, 2320, 2340, 2360, 2380, 2400, 2420, 2440, 2460, 2480, 2500, 2520, 2540, 2560, 2580, 2600, 2620, 2640, 2660, 2680, 2700, 2720, 2740, 2760, 2780, 2800, 2820, 2840, 2860, 2880, 2900, 2920, 2940, 2960, 2980, 3000, 3020, 3040, 3060, 3080, 3100, 3120, 3140, 3160, 3180, 3200, 3220, 3240, 3260, 3280, 3300, 3320, 3340, 3360, 3380, 3400, 3420, 3440, 3460, 3480, 3500, 3520, 3540, 3560, 3580, 3600, 3620, 3640, 3660, 3680, 3700, 3720, 3740, 3760, 3780, 3800, 3820, 3840, 3860, 3880, 3900, 3920, 3940, 3960, 3980, 4000, 4020, 4040, 4060, 4080, 4100, 4120, 4140, 4160, 4180, 4200, 4220, 4240, 4260, 4280, 4300, 4320, 4340, 4360, 4380, 4400, 4420, 4440, 4460, 4480, 4500, 4520, 4540, 4560, 4580, 4600, 4620, 4640, 4660, 4680, 4700, 4720, 4740, 4760, 4780, 4800, 4820, 4840, 4860, 4880, 4900, 4920, 4940, 4960, 4980, 5000, 5020, 5040, 5060, 5080, 5100, 5120, 5140, 5160, 5180, 5200, 5220, 5240, 5260, 5280, 5300, 5320, 5340, 5360, 5380, 5400, 5420, 5440, 5460, 5480, 5500, 5520, 5540, 5560, 5580, 5600, 5620, 5640, 5660, 5680, 5700, 5720, 5740, 5760, 5780, 5800, 5820, 5840, 5860, 5880, 5900, 5920, 5940, 5960, 5980, 6000, 6020, 6040, 6060, 6080, 6100, 6120, 6140, 6160, 6180, 6200, 6220, 6240, 6260, 6280, 6300, 6320, 6340, 6360, 6380, 6400, 6420, 6440, 6460, 6480, 6500, 6520, 6540, 6560, 6580, 6600, 6620, 6640, 6660, 6680, 6700, 6720, 6740, 6760, 6780, 6800, 6820, 6840, 6860, 6880, 6900, 6920, 6940, 6960, 6980, 7000, 7020, 7040, 7060, 7080, 7100, 7120, 7140, 7160, 7180, 7200, 7220, 7240, 7260, 7280, 7300, 7320, 7340, 7360, 7380, 7400, 7420, 7440, 7460, 7480, 7500, 7520, 7540, 7560, 7580, 7600, 7620, 7640, 7660, 7680, 7700, 7720, 7740, 7760, 7780, 7800, 7820, 7840, 7860, 7880, 7900, 7920, 7940, 7960, 7980, 8000, 8020, 8040, 8060, 8080, 8100, 8120, 8140, 8160, 8180, 8200, 8220, 8240, 8260, 8280, 8300, 8320, 8340, 8360, 8380, 8400, 8420, 8440, 8460, 8480, 8500, 8520, 8540, 8560, 8580, 8600, 8620, 8640, 8660, 8680, 8700, 8720, 8740, 8760, 8780, 8800, 8820, 8840, 8860, 8880, 8900, 8920, 8940, 8960, 8980, 9000, 9020, 9040, 9060, 9080, 9100, 9120, 9140, 9160, 9180, 9200, 9220, 9240, 9260, 9280, 9300, 9320, 9340, 9360, 9380, 9400, 9420, 9440, 9460, 9480, 9500, 9520, 9540, 9560, 9580, 9600, 9620, 9640, 9660, 9680, 9700, 9720, 9740, 9760, 9780, 9800, 9820, 9840, 9860, 9880, 9900, 9920, 9940, 9960, 9980, 10000.

Change NOW to the Correct Summer Grade of  
**GAMAGES 'PREMIUM' OIL**  
—the most inexpensive of the better oils

Gamages 'Premium' Oil is, technically, the most modern oil lubricant. Blended with the multi-fused additives contained in the new type detergent oils, it CLEANS THE ENGINE as it runs; reduces oxidation and formation of carbon deposit and sludge; PROTECTS ENGINE and bearings from corrosion, and has greatly INCREASED FILM STRENGTH. Grade Recommendation Leaflet Free. (Non-impulse 10 A.S.E. 200, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 13



**"I feel much safer on this bend—since I fitted John Bull tyres"**

"I don't have to worry now on this tricky kind of bend because I can rely on the amazing grip these tyres have on the road—wet or dry. Another reason why I prefer John Bull is that they last much longer than other tyres—and that means a lot these days."



#### WHY JOHN BULL ARE BETTER

Economic distribution—from Factory to Garage without intermediate handling charges—makes possible a saving which is put into the tyre itself in the form of better quality materials and workmanship.

**JOHN BULL**  
**'HEAVY TREAD'**

**THICKER • WIDER • SAFER**

JOHN BULL RUBBER CO. LTD., LEICESTER

MPA/2/51

## NEW! SENSATIONAL CAR-WAX DISCOVERY!



**in 20 MINUTES you get  
Brightest, Toughest  
wax polish of all!  
POSITIVELY NO RUBBING!**

#### GUARANTEE

Car-Plate is a Wax—only wax gives lasting shine and protection

Now it takes minutes to wax a car! Just spread Johnson's Car-Plate on the cleaned surface... let dry... then wipe. That's all! No rubbing with Car-Plate—so quick and easy a child can do it! Car-Plate gives your car a "diamond-shine" guaranteed brighter, tougher, longer-lasting than it has ever had before—and with positively no rubbing! Get this miracle wax today! In tins or bottles 5/- at any garage. Your money back if not completely satisfied.



**JOHNSON'S CAR-PLATE**

**SPREAD...LET DRY...WIPE!**

Before waxing with Car-Plate—clean with Johnson's Carnu

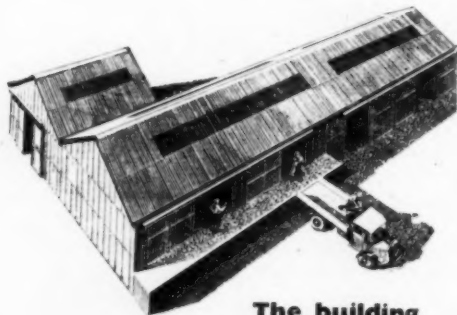
MADE BY THE MAKERS OF JOHNSON'S WAX



## UNIVERSITY MOTORS LTD

- 1950 (Feb.) **JOWETT** Javelin, grey, 12,000 miles.  
 1949 **M.G. T.C.**, black, 7,000 miles.  
 1950 **VAUXHALL** Wyvern, black, 7,000 miles.  
 1932 **ROLLS-ROYCE** Sedan, Thrupp & Maberly body, black, 115,000 miles.  
 1950 **AUSTIN** A.40, grey, loose covers, 3,000 miles.  
 1949 **M.G.** 1½, green, 10,000 miles.  
 1950 **RILEY** 2½ Roadster, green, 16,000 miles.  
 1949 **M.G.** 1½, black, 18,000 miles.  
 1939 **CHRYSLER** Wimbledon saloon, black, 55,000 miles.

STRATTON HOUSE, 80, PICCADILLY, W.1  
GROSVENOR 4141



**The building  
you need...**

is very likely one of Thorns standard range of Industrial Buildings, which includes new steel structures for factories, stores, garages, timber and asbestos buildings for offices, canteens, halls, etc., and reconditioned Nissen type huts and 'Blister' hangars.

★ Write today, stating details of your requirements and requesting prices of suitable buildings.

**THORNS**

J. THORN & SONS, LTD.

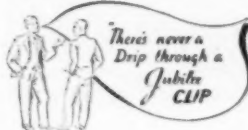
Box 163, BRAMPTON RD., BEXLEYHEATH, KENT. Bexleyheath 305

RD-84

## *Jubilee* PATENTED WORM DRIVE CLIP the finest **CLIP** in the world

Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

Pliffions are in daily use on Lorries, Tractors, Cars, Aeroplanes, Diesel Locomotives, Portable Engines, etc.



★ Write for details  
quoting reference  
R1/12

**L. ROBINSON & CO. (GILLINGHAM) LTD.**  
Gillingham Kent

## EVERSURE

*Replacement*

## RUNNING BOARDS



Easily and quickly fitted by unskilled labour, they help to restore old cars to their original smartness. Made from pressed steel, rubber covered. Made in patterns to fit most makes of cars.

### PRICES

Austin from, per pair £5 15 0. Morris from, per pair £7 15 0.  
 Wolseley from, per pair £8 10 0. Ford from, per pair £7 10 0.  
 Standard from, per pair £7 0 0. Vauxhall, per pair £8 10 0.

All prices plus 5%.

Ask your Garage for details.

## EVERSURE ACCESSORIES

KINGSTON ROAD BIRMINGHAM 9.  
PHONE: VICTORIA 2287-8-9

1951  
**CHAPMANS  
CELEBRATE THEIR  
GOLDEN JUBILEE**



**HEADQUARTERS FOR ADJUSTABLE SEATING**

A. W. CHAPMAN LTD. RANELAGH GARDENS FULHAM LONDON, S.W.6  
TELEPHONE: RENOWN 1372 TELEGRAMS: LEVERROLL, WESPHONE, LONDON

**ESTABLISHED 1901**

**THE NEW 2 LITRE**

***Morgan* PLUS 4**

Built by the firm famous for Sports Car design since the earliest days of motoring, this new 2 Litre is a worthy upholder of the proud 'Morgan' tradition.



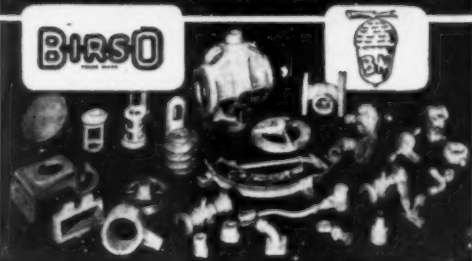
*A small car with a large engine & a wonderful all round performance*

MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE





## Non-Ferrous CASTINGS

**BIRSO**

Our specialised knowledge is offered to you in the supply of Castings from a few ounces up to 5 tons—in

**PHOSPHOR BRONZE**  
**GUNMETAL**

**MANGANESE BRONZE**

**ALUMINIUM BRONZE**

(Tensile Strength 45 tons per sq. in.)

**ALSO**

Light Alloy Castings, 'BIRSO' Chill-Cast Rods and Tubes, Centrifugally-Cast Worm-Wheel Blanks, Ingot Metals, Phosphor Copper, Phosphor Tin, Precision Machined Parts, Finished Propellers, Etc.

Fully approved by Admiralty and A.I.D.

B1246

**T. M. BIRKETT & SONS. LTD.**  
**HANLEY STAFFS**

\*Grams: Birkett, Hanley

\*Phone: Stoke-on-Trent 2184-5-6

in association with

**BILLINGTON & NEWTON LTD.**  
**LONGPORT, STOKE-ON-TRENT**

\*Grams: Bronze, Phone Longport

\*Phone: Stoke-on-Trent 47303-4 & 22147

## 'SPRING-CLEANING'

... with a Dazzling  
Difference



THIS YEAR, treat your car to ICI polishes—you'll be frankly delighted with the results! You'll find that the job will be a whole lot easier and faster; the finish itself will be the best and most brilliant you've ever achieved. These scientifically-evolved ICI polishes impart a glass-like gloss which, being resistant to rain and dust, serve as a protection and help to maintain the value of your car. Now's the time to test ICI polishes; the results will reflect the reason for their shining success! In large tins: Wax Polish 5s. 0d.; Liquid Polish 3s. 3d.



**LIQUID POLISH**  
**WAX POLISH**

Sole Distributors:

**RAWLPLUG PAINT CO. · CROMWELL ROAD · LONDON S.W.7**

B1246

MOTORISTS • MOTORCYCLISTS • MOTORISTS

MOTORISTS • MOTORCYCLISTS • MOTORISTS

IF YOU LIVE IN

**LANCS**

... you won't be far from a Halford's branch, there's one in every large town. Walk in and have a look round—you'll find service, civility and every accessory you can think of.

BARROW  
72, Duke Street  
BLACKBURN  
13, Town Hall Street  
BOLTON  
40 & 42, Knowsley Street  
CHORLEY  
84, Market Street  
LANCASTER  
22, Cheapside  
LIVERPOOL  
60-62, Renshaw Street  
27, London Road  
MANCHESTER  
14, Peter Street  
24, Corporation Street

192, Deansgate  
34, Oxford Street  
OLDHAM  
5, George Street  
PRESTON  
38, Market Place  
ROCHDALE  
110, Yorkshire Street  
SOUTHPORT  
39, Eastbank Street  
STOCKPORT  
78, Princess Street  
WARRINGTON  
118, Bridge Street  
WIGAN  
8, Standishgate

**Halford's**

Head Office:

239 CORPORATION STREET, BIRMINGHAM 4

222 BRANCHES THROUGHOUT ENGLAND, SCOTLAND &amp; WALES

MOTORISTS • MOTORCYCLISTS • MOTORISTS

# WEFCO

★ spring gaiters

Prevent mud, wet and grit reaching the springs and keep them lubricated. Quickly fitted. Send make, year and model of car for prices.

★ WILCOT loose seat covers

Tailor made. Send make, year and model of car for prices, samples and particulars.



WILCOT POLISH makes and keeps cars looking like new. 4/- tins from most Garages. If unobtainable, write us.



WILCOT (PARENT) CO. LTD.  
FISHPONDS, BRISTOL.

**LOWEST PRICES FOR HIGHEST QUALITY**

**PERSPEX POLISH**  
Genuine Mince as used by the R.A.F., the only polish for Perspex, celluloid, etc. Complete set as shown. One price. Or set in wooden case with sponge and polishing cloth. Post 1/-.



**BENCH VICE**  
10in. opening 21in. high-tailor. Right alloy. Ideal for all workshop. Post 1/6.



**SPANNERS**  
New EX-W.D. Fine quality adjustable spanners made by well-known manufacturer. 4in. length, smooth action, will give endless wear. Normally 6/-, Our Post 6d. Price 3/6.

**MARBLE ARCH MOTOR SUPPLIES**  
WE ARE MAIL ORDER SPECIALISTS

**TOOL AND OTHER****BAR LAIRS**

Old Leg Calipers, 6" 1/11  
Engineers' Hand Drills 9/8  
2-point Vices, 12" 1/11  
Screw Files, 6" 1/11  
Flat Smooth Files, 17" 2/11  
File Handles, 10 in. 1/11  
Small hand and large 1/11  
3d., 4d. and 5d. round 1/6  
Frederick's round 1/6  
Warrington No. 4 Hammer 2/6  
Hinges, 2" pair 2/6  
Hinges, 4" strap, pair 2/6  
Hinges, 10" Tuck Chest, pair 2/6  
Hinges and Staples, complete pair 2/6  
4 in. Soldering Iron 1/6  
Tins Lovers, 12" Cadmium plated, super qual. 2/6  
Sets of Road Plugs 2/6  
Wangs, 6-9 2/6  
Pin Punches, 1" 2/6  
Pin Punches, 2 1/2" 2/6  
Soldering Plugs, 4" 2/6  
Soldering Plugs, 6" 2/6  
Flat nose Pliers, 6" 1/11  
Flat nose Pliers, 8" 1/11  
Steel Rules, 12" 1/11  
Steel Rules, 18" 1/11  
Steel Rules, 24" folding 2/6  
Ratons, 12" 2/6  
DOUBLE ENDED SPANNERS 2/6  
S.A.B.:  
11 1/2" x 12 1/2" 1/6  
8" x 12 1/2" 1/6  
22 1/2" x 12 1/2" 1/6  
10 1/2" x 12 1/2" 1/6  
FOLDING SETS, 2, 4 and 6 S.A.B.:  
1 1/8" 2/6  
1 1/4" 2/6  
1 1/2" 2/6  
2 1/8" 2/6  
2 1/4" 2/6  
2 1/2" 2/6  
2 3/4" 2/6  
2 7/8" 2/6  
3" 2/6  
3 1/8" 2/6  
3 1/4" 2/6  
3 1/2" 2/6  
3 3/4" 2/6  
4" 2/6  
4 1/8" 2/6  
4 1/4" 2/6  
4 1/2" 2/6  
4 3/4" 2/6  
5" 2/6  
5 1/8" 2/6  
5 1/4" 2/6  
5 1/2" 2/6  
5 3/4" 2/6  
6" 2/6  
6 1/8" 2/6  
6 1/4" 2/6  
6 1/2" 2/6  
6 3/4" 2/6  
7" 2/6  
7 1/8" 2/6  
7 1/4" 2/6  
7 1/2" 2/6  
7 3/4" 2/6  
8" 2/6  
8 1/8" 2/6  
8 1/4" 2/6  
8 1/2" 2/6  
8 3/4" 2/6  
9" 2/6  
9 1/8" 2/6  
9 1/4" 2/6  
9 1/2" 2/6  
9 3/4" 2/6  
10" 2/6  
10 1/8" 2/6  
10 1/4" 2/6  
10 1/2" 2/6  
10 3/4" 2/6  
11" 2/6  
11 1/8" 2/6  
11 1/4" 2/6  
11 1/2" 2/6  
11 3/4" 2/6  
12" 2/6  
12 1/8" 2/6  
12 1/4" 2/6  
12 1/2" 2/6  
12 3/4" 2/6  
13" 2/6  
13 1/8" 2/6  
13 1/4" 2/6  
13 1/2" 2/6  
13 3/4" 2/6  
14" 2/6  
14 1/8" 2/6  
14 1/4" 2/6  
14 1/2" 2/6  
14 3/4" 2/6  
15" 2/6  
15 1/8" 2/6  
15 1/4" 2/6  
15 1/2" 2/6  
15 3/4" 2/6  
16" 2/6  
16 1/8" 2/6  
16 1/4" 2/6  
16 1/2" 2/6  
16 3/4" 2/6  
17" 2/6  
17 1/8" 2/6  
17 1/4" 2/6  
17 1/2" 2/6  
17 3/4" 2/6  
18" 2/6  
18 1/8" 2/6  
18 1/4" 2/6  
18 1/2" 2/6  
18 3/4" 2/6  
19" 2/6  
19 1/8" 2/6  
19 1/4" 2/6  
19 1/2" 2/6  
19 3/4" 2/6  
20" 2/6  
20 1/8" 2/6  
20 1/4" 2/6  
20 1/2" 2/6  
20 3/4" 2/6  
21" 2/6  
21 1/8" 2/6  
21 1/4" 2/6  
21 1/2" 2/6  
21 3/4" 2/6  
22" 2/6  
22 1/8" 2/6  
22 1/4" 2/6  
22 1/2" 2/6  
22 3/4" 2/6  
23" 2/6  
23 1/8" 2/6  
23 1/4" 2/6  
23 1/2" 2/6  
23 3/4" 2/6  
24" 2/6  
24 1/8" 2/6  
24 1/4" 2/6  
24 1/2" 2/6  
24 3/4" 2/6  
25" 2/6  
25 1/8" 2/6  
25 1/4" 2/6  
25 1/2" 2/6  
25 3/4" 2/6  
26" 2/6  
26 1/8" 2/6  
26 1/4" 2/6  
26 1/2" 2/6  
26 3/4" 2/6  
27" 2/6  
27 1/8" 2/6  
27 1/4" 2/6  
27 1/2" 2/6  
27 3/4" 2/6  
28" 2/6  
28 1/8" 2/6  
28 1/4" 2/6  
28 1/2" 2/6  
28 3/4" 2/6  
29" 2/6  
29 1/8" 2/6  
29 1/4" 2/6  
29 1/2" 2/6  
29 3/4" 2/6  
30" 2/6  
30 1/8" 2/6  
30 1/4" 2/6  
30 1/2" 2/6  
30 3/4" 2/6  
31" 2/6  
31 1/8" 2/6  
31 1/4" 2/6  
31 1/2" 2/6  
31 3/4" 2/6  
32" 2/6  
32 1/8" 2/6  
32 1/4" 2/6  
32 1/2" 2/6  
32 3/4" 2/6  
33" 2/6  
33 1/8" 2/6  
33 1/4" 2/6  
33 1/2" 2/6  
33 3/4" 2/6  
34" 2/6  
34 1/8" 2/6  
34 1/4" 2/6  
34 1/2" 2/6  
34 3/4" 2/6  
35" 2/6  
35 1/8" 2/6  
35 1/4" 2/6  
35 1/2" 2/6  
35 3/4" 2/6  
36" 2/6  
36 1/8" 2/6  
36 1/4" 2/6  
36 1/2" 2/6  
36 3/4" 2/6  
37" 2/6  
37 1/8" 2/6  
37 1/4" 2/6  
37 1/2" 2/6  
37 3/4" 2/6  
38" 2/6  
38 1/8" 2/6  
38 1/4" 2/6  
38 1/2" 2/6  
38 3/4" 2/6  
39" 2/6  
39 1/8" 2/6  
39 1/4" 2/6  
39 1/2" 2/6  
39 3/4" 2/6  
40" 2/6  
40 1/8" 2/6  
40 1/4" 2/6  
40 1/2" 2/6  
40 3/4" 2/6  
41" 2/6  
41 1/8" 2/6  
41 1/4" 2/6  
41 1/2" 2/6  
41 3/4" 2/6  
42" 2/6  
42 1/8" 2/6  
42 1/4" 2/6  
42 1/2" 2/6  
42 3/4" 2/6  
43" 2/6  
43 1/8" 2/6  
43 1/4" 2/6  
43 1/2" 2/6  
43 3/4" 2/6  
44" 2/6  
44 1/8" 2/6  
44 1/4" 2/6  
44 1/2" 2/6  
44 3/4" 2/6  
45" 2/6  
45 1/8" 2/6  
45 1/4" 2/6  
45 1/2" 2/6  
45 3/4" 2/6  
46" 2/6  
46 1/8" 2/6  
46 1/4" 2/6  
46 1/2" 2/6  
46 3/4" 2/6  
47" 2/6  
47 1/8" 2/6  
47 1/4" 2/6  
47 1/2" 2/6  
47 3/4" 2/6  
48" 2/6  
48 1/8" 2/6  
48 1/4" 2/6  
48 1/2" 2/6  
48 3/4" 2/6  
49" 2/6  
49 1/8" 2/6  
49 1/4" 2/6  
49 1/2" 2/6  
49 3/4" 2/6  
50" 2/6  
50 1/8" 2/6  
50 1/4" 2/6  
50 1/2" 2/6  
50 3/4" 2/6  
51" 2/6  
51 1/8" 2/6  
51 1/4" 2/6  
51 1/2" 2/6  
51 3/4" 2/6  
52" 2/6  
52 1/8" 2/6  
52 1/4" 2/6  
52 1/2" 2/6  
52 3/4" 2/6  
53" 2/6  
53 1/8" 2/6  
53 1/4" 2/6  
53 1/2" 2/6  
53 3/4" 2/6  
54" 2/6  
54 1/8" 2/6  
54 1/4" 2/6  
54 1/2" 2/6  
54 3/4" 2/6  
55" 2/6  
55 1/8" 2/6  
55 1/4" 2/6  
55 1/2" 2/6  
55 3/4" 2/6  
56" 2/6  
56 1/8" 2/6  
56 1/4" 2/6  
56 1/2" 2/6  
56 3/4" 2/6  
57" 2/6  
57 1/8" 2/6  
57 1/4" 2/6  
57 1/2" 2/6  
57 3/4" 2/6  
58" 2/6  
58 1/8" 2/6  
58 1/4" 2/6  
58 1/2" 2/6  
58 3/4" 2/6  
59" 2/6  
59 1/8" 2/6  
59 1/4" 2/6  
59 1/2" 2/6  
59 3/4" 2/6  
60" 2/6  
60 1/8" 2/6  
60 1/4" 2/6  
60 1/2" 2/6  
60 3/4" 2/6  
61" 2/6  
61 1/8" 2/6  
61 1/4" 2/6  
61 1/2" 2/6  
61 3/4" 2/6  
62" 2/6  
62 1/8" 2/6  
62 1/4" 2/6  
62 1/2" 2/6  
62 3/4" 2/6  
63" 2/6  
63 1/8" 2/6  
63 1/4" 2/6  
63 1/2" 2/6  
63 3/4" 2/6  
64" 2/6  
64 1/8" 2/6  
64 1/4" 2/6  
64 1/2" 2/6  
64 3/4" 2/6  
65" 2/6  
65 1/8" 2/6  
65 1/4" 2/6  
65 1/2" 2/6  
65 3/4" 2/6  
66" 2/6  
66 1/8" 2/6  
66 1/4" 2/6  
66 1/2" 2/6  
66 3/4" 2/6  
67" 2/6  
67 1/8" 2/6  
67 1/4" 2/6  
67 1/2" 2/6  
67 3/4" 2/6  
68" 2/6  
68 1/8" 2/6  
68 1/4" 2/6  
68 1/2" 2/6  
68 3/4" 2/6  
69" 2/6  
69 1/8" 2/6  
69 1/4" 2/6  
69 1/2" 2/6  
69 3/4" 2/6  
70" 2/6  
70 1/8" 2/6  
70 1/4" 2/6  
70 1/2" 2/6  
70 3/4" 2/6  
71" 2/6  
71 1/8" 2/6  
71 1/4" 2/6  
71 1/2" 2/6  
71 3/4" 2/6  
72" 2/6  
72 1/8" 2/6  
72 1/4" 2/6  
72 1/2" 2/6  
72 3/4" 2/6  
73" 2/6  
73 1/8" 2/6  
73 1/4" 2/6  
73 1/2" 2/6  
73 3/4" 2/6  
74" 2/6  
74 1/8" 2/6  
74 1/4" 2/6  
74 1/2" 2/6  
74 3/4" 2/6  
75" 2/6  
75 1/8" 2/6  
75 1/4" 2/6  
75 1/2" 2/6  
75 3/4" 2/6  
76" 2/6  
76 1/8" 2/6  
76 1/4" 2/6  
76 1/2" 2/6  
76 3/4" 2/6  
77" 2/6  
77 1/8" 2/6  
77 1/4" 2/6  
77 1/2" 2/6  
77 3/4" 2/6  
78" 2/6  
78 1/8" 2/6  
78 1/4" 2/6  
78 1/2" 2/6  
78 3/4" 2/6  
79" 2/6  
79 1/8" 2/6  
79 1/4" 2/6  
79 1/2" 2/6  
79 3/4" 2/6  
80" 2/6  
80 1/8" 2/6  
80 1/4" 2/6  
80 1/2" 2/6  
80 3/4" 2/6  
81" 2/6  
81 1/8" 2/6  
81 1/4" 2/6  
81 1/2" 2/6  
81 3/4" 2/6  
82" 2/6  
82 1/8" 2/6  
82 1/4" 2/6  
82 1/2" 2/6  
82 3/4" 2/6  
83" 2/6  
83 1/8" 2/6  
83 1/4" 2/6  
83 1/2" 2/6  
83 3/4" 2/6  
84" 2/6  
84 1/8" 2/6  
84 1/4" 2/6  
84 1/2" 2/6  
84 3/4" 2/6  
85" 2/6  
85 1/8" 2/6  
85 1/4" 2/6  
85 1/2" 2/6  
85 3/4" 2/6  
86" 2/6  
86 1/8" 2/6  
86 1/4" 2/6  
86 1/2" 2/6  
86 3/4" 2/6  
87" 2/6  
87 1/8" 2/6  
87 1/4" 2/6  
87 1/2" 2/6  
87 3/4" 2/6  
88" 2/6  
88 1/8" 2/6  
88 1/4" 2/6  
88 1/2" 2/6  
88 3/4" 2/6  
89" 2/6  
89 1/8" 2/6  
89 1/4" 2/6  
89 1/2" 2/6  
89 3/4" 2/6  
90" 2/6  
90 1/8" 2/6  
90 1/4" 2/6  
90 1/2" 2/6  
90 3/4" 2/6  
91" 2/6  
91 1/8" 2/6  
91 1/4" 2/6  
91 1/2" 2/6  
91 3/4" 2/6  
92" 2/6  
92 1/8" 2/6  
92 1/4" 2/6  
92 1/2" 2/6  
92 3/4" 2/6  
93" 2/6  
93 1/8" 2/6  
93 1/4" 2/6  
93 1/2" 2/6  
93 3/4" 2/6  
94" 2/6  
94 1/8" 2/6  
94 1/4" 2/6  
94 1/2" 2/6  
94 3/4" 2/6  
95" 2/6  
95 1/8" 2/6  
95 1/4" 2/6  
95 1/2" 2/6  
95 3/4" 2/6  
96" 2/6  
96 1/8" 2/6  
96 1/4" 2/6  
96 1/2" 2/6  
96 3/4" 2/6  
97" 2/6  
97 1/8" 2/6  
97 1/4" 2/6  
97 1/2" 2/6  
97 3/4" 2/6  
98" 2/6  
98 1/8" 2/6  
98 1/4" 2/6  
98 1/2" 2/6  
98 3/4" 2/6  
99" 2/6  
99 1/8" 2/6  
99 1/4" 2/6  
99 1/2" 2/6  
99 3/4" 2/6  
100" 2/6



**RUBBER HEEL MATS**  
Good quality mats, thick rubber, size 12 x 7 1/2 in. 1/6  
One price. Post 1d. 4/11  
5/6



**SOCKET SETS**  
Complete with country bar in box, as shown. White size 10 in. 4/6  
12 in. 4/6  
14 in. 4/6  
16 in. 4/6  
18 in. 4/6  
20 in. 4/6  
22 in. 4/6  
24 in. 4/6  
26 in. 4/6  
28 in. 4/6  
30 in. 4/6  
32 in. 4/6  
34 in. 4/6  
36 in. 4/6  
38 in. 4/6  
40 in. 4/6  
42 in. 4/6  
44 in. 4/6  
46 in. 4/6  
48 in. 4/6  
50 in. 4/6  
52 in. 4/6  
54 in. 4/6  
56 in. 4/6  
58 in. 4/6  
60 in. 4/6  
62 in. 4/6  
64 in. 4/6  
66 in. 4/6  
68 in. 4/6  
70 in. 4/6  
72 in. 4/6  
74 in. 4/6  
76 in. 4/6  
78 in. 4/6  
80 in. 4/6  
82 in. 4/6  
84 in. 4/6  
86 in. 4/6  
88 in. 4/6  
90 in. 4/6  
92 in. 4/6  
94 in. 4/6  
96 in. 4/6  
98 in. 4/6  
100 in. 4/6



**BENCH VICE**  
10in. opening 21in. high-tailor. Right alloy. Ideal for all workshop. Post 1/6.



**SPANNERS**  
New EX-W.D. Fine quality adjustable spanners made by well-known manufacturer. 4in. length, smooth action, will give endless wear. Normally 6/-, Our Post 6d. Price 3/6.

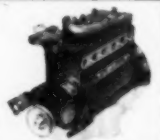


**TYRE PRESSURE GAUGES**  
Price in packet (as a proof) 10-200 lb. pressure. Post 1d. 4/11

**MORRIS**

EXCHANGE RECONDITIONED  
ENGINE UNITS

MORRIS 8. Series I. & II.  
"E" & "Z" Van ..... £19 15 0  
MORRIS 10. 1933, 1934.  
1935 Early, & Series II ..... £20 15 0  
MORRIS 10. Series "M" ..... £29 15 0



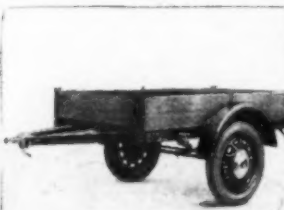
TRADE TERMS  
ON APPLICATION

**MASCOT ENGINEERING COMPANY**

6 HALLS TERRACE, HIGH RD., HILLINGDON HEATH, Mx.,  
Hayes 0290

★ Send for our post-free 12-page illustrated brochure—giving full details of this specialised service.

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

**TRUCK TRAILER**

Model D12C  
Capacity 12 cwt.

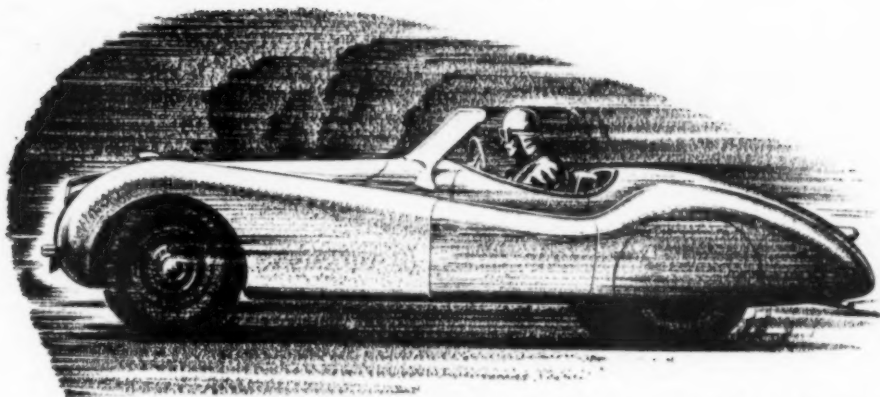
£71.0.0

wintry choice  
from the  
famous range of

"D-B"  
SUPER TRAILERS

B. DIXON-BATE LTD.,  
CHESTER 2

Towing brackets for most modern cars  
Telephone: Chester 34934 (3 lines)



**ANOTHER ACHIEVEMENT**

BY A

**Jaguar** XK  
120

FITTED WITH

**TECALEMIT**  
**EQUIPMENT**

**FULL FLOW OIL FILTER AND  
CHASSIS LUBRICATION**

At Montlhery, France, on March 12 an all  
standard, privately owned Jaguar XK120  
travelled a distance of 131.83 miles in  
**one hour.** (Subject to official confirmation)



LUBRICATION AND  
SERVICING EQUIPMENT



For every Industry



METERING AND  
FILTRATION

**ANGLO-AMERICAN OIL COMPANY, LIMITED***changes its name to***ESSO PETROLEUM COMPANY, LIMITED**

**F**ROM APRIL 6TH the name of the Anglo-American Oil Company, Limited, will be changed to Esso Petroleum Company, Limited. The forward policies of the past 63 years will continue; the service to the motorist will expand as the Esso refinery at Fawley — the largest in Europe — comes into full operation.

The Anglo-American Oil Company, Limited existed long before motor manufacture was an industry. It was the name of a Company vigorous in the development of the use of oil in the lamps of the 80's and 90's. It was the name associated with one of the earliest quality motor spirits. It was the name behind the powerful anti-knock petrol that so improved motoring in the 1930's.

Now in order to bring the Company's name into line with the well-known trade-mark under which Esso products are marketed throughout this country, it is changed to Esso Petroleum Company, Limited.

*It pays to say*

**FOR ALL  
PETROLEUM  
PRODUCTS**

**ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1**



EDITORIAL DIRECTOR  
G. GEOFFREY SMITH,  
M.B.E.

ASSOCIATE EDITORS  
A. G. DOUGLAS CLEAVE,  
B.Sc., A.M.I.Mech.E.

H. S. LINFIELD

TECHNICAL EDITOR  
MONTAGUE TOMBS

Publishers:  
ILLIFFE & SONS Ltd.

Editorial, Advertising and  
Publishing Offices:

DORSET HOUSE,  
STAMFORD STREET,  
LONDON, S.E.1.

Telegrams: Autocars, Sedist, London.  
Telephone: Waterloo 3333 (6 lines).

BRANCH OFFICES:

COVENTRY

8-10, Corporation Street.  
Telegrams: Autocar, Birmingham.  
Telephone: Coventry 5210.

BIRMINGHAM, 2

King Edward House, New Street.  
Telegrams: Autopress, Birmingham.  
Telephone: Midland 7191 (7 lines).

MANCHESTER, 3

260, Deansgate.  
Telegrams: Iliffe, Manchester.  
Telephone: Blackfriers 4412 (3 lines).  
Deansgate 3595 (2 lines).

GLASGOW, C.2

260, Renfield Street.  
Telegrams: Iliffe, Glasgow.  
Telephone: Central 4857.

ANNUAL SUBSCRIPTION

Home and Overseas: £1 12s. 0d.  
U.S.A. and Canada: \$8.00.  
(All present subscriptions can be  
accepted only for overseas.)

In This Issue

Power Steering — What Next? ..	394
Disconnected Jottings ..	398
A Place for Everything ..	401
Fast Weekend ..	402
Lavender and Edelweiss ..	404
Racing at Castle Combe ..	408
Circuit of Ireland Trial ..	409
Speed in a Straight Line ..	410
Correspondence ..	412
New American Cars ..	415
Weekend Rallies ..	417
The Sport ..	418

# The Autocar

FOUNDED 1895

No. 2886

FRIDAY, APRIL 6, 1951

Vol. XCVI

## Whatever Next?

THE adoption of hydraulic servo steering, worked from an engine-driven pump, opens the way to extended use of servo mechanisms to take practically all the physical effort out of driving, and possible developments are reviewed in this issue. It was, perhaps, inevitable that the first application of servo steering on a production car should appear in America, for designers there are much occupied with the problem of cutting down the effort expended by a woman in parking a large, heavy car fitted with big section tyres. Hitherto the problem has been solved only by fitting what appears to European eyes to be dangerously low-geared steering — dangerous because it becomes unduly difficult to correct a serious skid or take avoiding action in an emergency. The hydraulic servo enables extreme lightness of control to be combined with much higher gearing.

Once the engine-driven hydraulic pump is adopted, hydraulic servo braking comes into the picture, and this is a matter of more immediate interest to European drivers, for the provision of adequate brakes on fast cars has become a serious problem. The development work in servo braking taking place on the B.R.M. Grand Prix car may thus find an early application to fast cars for everyday use on the road.

Unhappily, the possible addition of power steering and servo brakes to other amenities, such as power-operated folding tops, windows, sliding seats and jacking systems, which are already found on a few British models, is not likely to excite the British motorist, who is now bracing himself to face a further extension of delivery delays. The industry is, however, committed to exporting most of its output to countries where buyers still enjoy a high and improving standard of living, and has to provide amenities which appear to the home motorist as needless complications. We do not expect any widespread adoption of servo mechanisms on the small European economy car, but the presence of such aids to an easy life on American cars of quite moderate cost cannot be ignored by British manufacturers.

## Scope for Ingenuity

THE practice of dropping the starting handle, strongly criticized by most motorists, seems to be spreading, and is certainly likely to do so. We feel that this omission arises less from complete confidence in the ability of the battery and starter to do their work in all circumstances than from a desire to save steel and weight, both of which are present to a considerable degree in the lengthy apparatus by which the modern engine is manually turned.

If the saving is balanced against the comparatively rare need for the handle, there is something in this economy. It also presents an excellent opening for ingenuity. Although it is difficult to suggest an alternative for steel for the starting handle in these days of scarcity, it is not difficult to suggest a tool that might fairly easily be adapted as a substitute; a tool, moreover, that cannot possibly be eliminated. It is, of course, the wheelbrace.

At the moment this device is wrongly cranked for conversion, but if it were straight, with a T handle, the possibilities begin to become evident. The further addition of a right-angle bend to one end of the cross-piece of the T provides a reasonable starting handle for the rare emergencies or the manual turning of the engine for adjustment.

There is left the adaptation of the socket, normally accommodating a six-sided nut. The best method to be adopted here would be the early termination of the handle in a very deep hexagon socket, the mouth of which would be used for the wheel nuts, the whole socket length taking a fairly long extension piece carrying the starting handle dog. We feel that something along these lines would serve to put the minds of many owners at rest, particularly those who, for one reason or another, have had occasion to bless the starting handle as a friend in need.

# Power Steering—What

LATEST DEVELOPMENTS OPEN THE WAY TO WIDE-  
SPREAD USE OF HYDRAULIC SERVO CONTROLS

**N**EWs that an American car manufacturer—Chrysler—is fitting servo steering emphasizes the big part hydraulic systems are playing in the operation of the modern car and suggests that considerable use of hydraulic servos may be expected before very long. For more than twenty years hydraulic systems have been used to apply the brakes and they are now fitted on the great majority of the world's cars. They are simple, reliable, noiseless and transmit the effort of the driver's foot with the minimum of friction. They are self-lubricating, require scarcely any maintenance and are easy to install in the car. Efficiency is so high that at least 90 per cent of the effort exerted by the driver is translated into useful work at the brake shoes.

The latest Fords from Dagenham adopt the same principle for operation of the clutch, and when contemplating some of the arrangements of wire, rods and mechanical joints which do duty for gear and throttle controls, one may well look forward to the day when there is an hydraulic connection between the gear lever and gear box, or between the throttle pedal and the carburettor. However, hydraulic systems of this kind can transmit only the energy applied by the driver; they cannot increase the power exerted. The hydraulic servo is something different. The effort is still transmitted hydraulically, but the power is supplied by a mechanical pump and the driver has little to do beyond opening a valve which regulates the degree of effort exerted.

Servos of various kinds have, of course, been used for many years, particularly in operation of the brakes of heavy vehicles. There is the vacuum servo which uses the depression in the engine induction manifold to suck air from a cylinder and so move a piston operating the brake gear. This type is used on the new Jaguar Mark VII saloon. Another kind is the compressed air system, in which the brakes are applied by a piston operated by compressed air supplied from a steel storage tank which is kept topped up by an engine-driven pump. On Rolls-Royce and Bentley cars excellent results are obtained from a mechanical brake servo motor driven through the gear box. Finally, there is the hydraulic servo which is already used successfully on commercial vehicles, to operate the brakes, work the steering, open and close the doors, and provide a variety of other services. Each method has its advantages, but the hydraulic system is easily the most compact.

Convertibles with hydraulically operated folding tops are already common in America; windows rise and fall, radio aerials extend or retract and seats slide backwards or forwards with no effort from the driver beyond pressure on a button.

Similar services are fitted on a few of the higher-priced British cars and power jacking has been used in Britain since long before World War II. Once money has been spent on the pump, its electric motor and the associated electrical controls, there is good reason to extend the system to save the driver and his passengers as much effort as possible. Allard has taken the logical step of using power to lift the bonnet and front wing assembly, and there seems to be no particular mechanical difficulty in the way of operating a sliding roof, raising the lid of the luggage locker or lifting a heavy spare wheel into place by the same means.

The advent of hydraulic steering on passenger cars marks a new step because it demands continuous operation of the hydraulic pump and this is driven permanently by the engine instead of being operated intermittently by an electric motor. This gives the designer a permanent source of hydraulic power which he can use not only for steering and the services already mentioned, but also for the brakes.

## Servo Braking

Servo steering is not really necessary on the small European car, although it is found on some commercial vehicles. The American car is in greater need because of its greater weight and the larger tyres, which increase the area of contact and make excessive demands on the strength of feminine drivers when parking in confined spaces. The possibility of servo braking is of considerable interest to European users, however. We still build the fastest cars and provision of brakes to match their performance is a serious problem. This is a case where the racing car may speed improvements on normal passenger cars, for the B.R.M. has an hydraulic servo braking system and is the first Grand Prix car to be so equipped.

The Hydraguide servo steering gear used on Chryslers is made by Gemmer. The gearing is raised so that only  $3\frac{1}{2}$  turns of the steering wheel are now required from lock to lock instead of  $5\frac{1}{2}$  previously needed, but the effort required from the driver is only one-fifth of what it was before. The hydraulic servo supplies 90 per cent of the power required and this proportion remains constant, with the result that the feel of the steering gear is similar to that of a conventional system. There is said to be instant action and full castor action, and it is claimed to be possible to turn from lock to lock while the car is stationary. This is usually condemned as bad practice, but presumably the American designers have allowed for it in view of congested modern parking conditions.



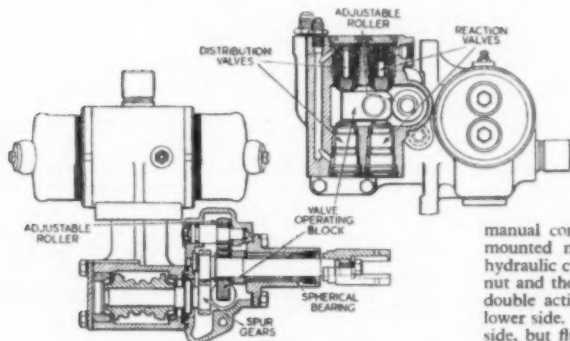
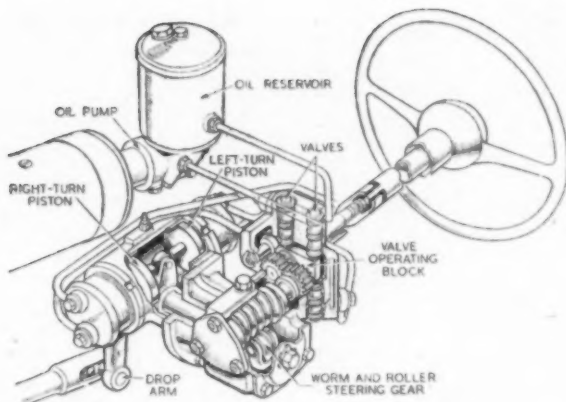
Hydraulic controls which already work folding tops and sliding seats could also operate steering, clutch and gear change.



# Next?

by Gordon Wilkins

(Right): The hydraulic servo steering fitted on the larger Chrysler models. The action of the worm and roller gear is supplemented by pistons forced to and fro by oil pressure supplied from a pump on the end of the dynamo. Below is a plan view showing the shaft at the base of the steering column with the spherical bearing which permits it to move slightly up and down, operating the control valves. The end view shows the valve operating block which moves with the shaft and bears on the ends of the valves.



The system is built round a conventional worm and roller steering gear with the addition of a lever on the drop arm shaft pushed to and fro by pistons under the action of oil pressure. The steering column is offset from the worm shaft and is connected to it through a pair of spur gears. The main part of the column is connected through a flexible joint to the lower section, which is carried in a single spherical bearing and is free to move slightly up and down in order to operate the hydraulic control valves. This apparent mechanical crudity is carried out with considerable precision. The shaft movement is quite small and provides a simple solution to a difficult problem.

As the steering wheel turns, the pinion connected to the lower end of the column rides round slightly in relation to the gear on the worm shaft and its shaft is displaced upwards or downwards, carrying with it a steel block which bears on the valve buttons controlling flow to the servo pistons. After that, the real work of moving the drop arm is taken over by the pistons under oil pressure supplied from a pump mounted at the end of the dynamo. In the event of hydraulic failure, the spur gears rotate normally, preserving full manual control, although the action is heavier than usual.

The spur gears have teeth with deeply crowned mating faces to permit effective meshing despite the waving motion of the steering column shaft. They are prevented from completely jumping out of mesh by an adjustable roller carried on an eccentrically mounted shaft and bearing on the end of the valve operating block.

There are two sets of valves, the reaction valves which proportion the power applied, and the distributing valves which direct the flow to the appropriate cylinder. Steering gear stops for maximum lock are provided within the box itself. The oil system is entirely self-contained and is filled with engine oil.

British designers have been working on servo steering for heavy vehicles for some time, and it is interesting to see how this problem of proportioning and distributing power has been tackled on the Daimler bus chassis where servo steering is part of a comprehensive Lockheed servo system working steering, brakes, hand brake, doors, and so on.

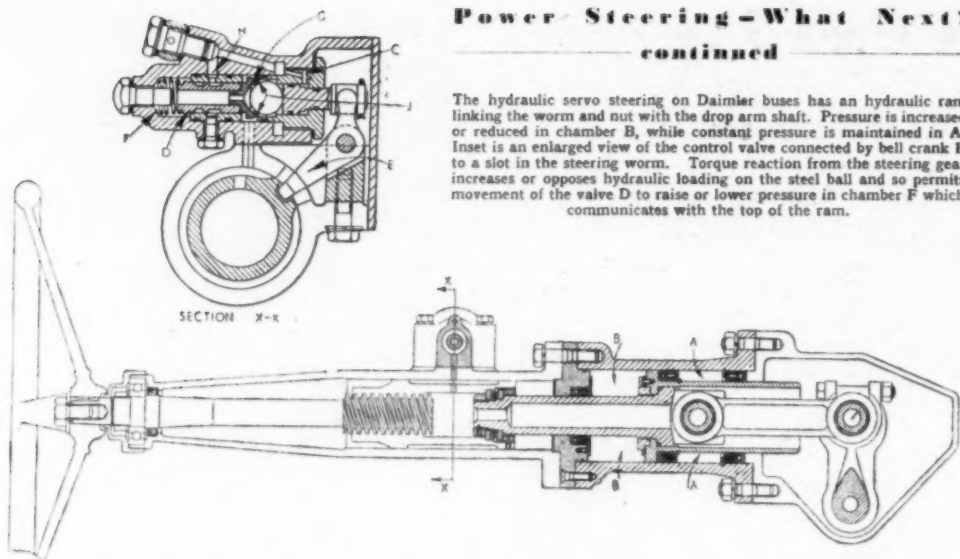
As the diagram shows, power assistance on the Daimler is incorporated within the steering column, while preserving manual control for emergencies. The worm and nut are mounted near the top of the column, and below is an hydraulic cylinder with a ram connected to both the steering nut and the link operating the drop arm shaft. The ram is double acting, but its upper side is twice the area of the lower side. Full hydraulic pressure is admitted on the lower side, but fluid flow to the upper side is controlled through a valve which normally admits half of the full pressure. In view of the difference in areas of the two sides, the ram is thus in balance. Steering is effected by raising or lowering the pressure in the upper chamber B, so that it is greater or less than the constant pressure in the lower chamber A.

The steering gear has a slot in it engaged with a bell crank lever which is connected to the external control valve, shown separately in section. According to the direction of the steering, torque reaction transmitted through the bell crank adds to, or reduces, the hydraulic loading which is applied to the steel ball by pressure fluid entering via the passage H to the annulus C. The result is to allow movement of the sliding valve D, which increases the pressure reaching the annulus F and from there to chamber B, or else allows an escape of fluid until the pressure in F and B drops sufficiently to allow the ball to seat again on the faces at G. The ram rises and falls accordingly, moving the steering drop arm.

Normally the valve D is in balance and is closed by a spring, but if the force from the pressure source H in the annulus C is stronger than that in the space F and the chamber B, the ball bears on the valve seat, unbalances the valve and admits more fluid into F until the ram is in balance. The area J, on which the fluid acts, is twice the area in the annulus C. The pressure in areas F and H, and also in the chambers B and A, is therefore normally in the ratio of 1 to 2. As the end of the ram in B is twice the area of the end in A, the ram is normally in balance.

Hydraulic servo braking is at present confined almost entirely to commercial vehicles, but, when the engine-driven pump is adopted, it may appear on passenger cars. A great deal of interest has been taken in the two-trailing-shoe brakes used in conjunction with a vacuum servo on the Mark VII Jaguar saloon. If these brakes fulfil present hopes of low fade sensitivity there may be a rapid expansion in the use of servo mechanisms because the braking effort

## Power Steering—What Next? continued



The hydraulic servo steering on Daimler buses has an hydraulic ram linking the worm and nut with the drop arm shaft. Pressure is increased or reduced in chamber B, while constant pressure is maintained in A. Inset is an enlarged view of the control valve connected by bell crank E to a slot in the steering worm. Torque reaction from the steering gear increases or opposes hydraulic loading on the steel ball and so permits movement of the valve D to raise or lower pressure in chamber F which communicates with the top of the ram.

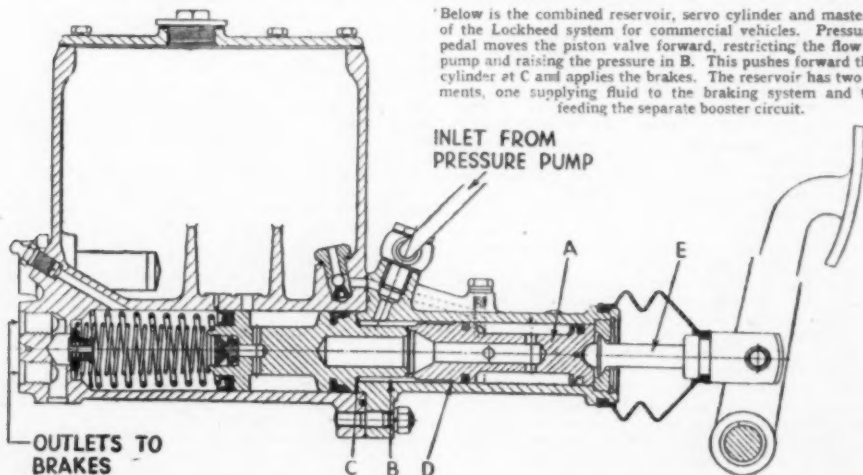
required is greater than with two-leading-shoe brakes.

On a typical Girling installation with double trailing shoes, a combined pressure of 3,570 lb is required at the shoe tips to produce a retardation of 28ft per sec<sup>2</sup> (87 per cent efficiency), compared with a pressure of 1,135 lb for corresponding two-leading-shoe brakes. Part of this extra effort is obtained by the use of the Girling Autostatic brake shoe, which has very small running clearances and so reduces the total amount of fluid to be displaced. This allows the use of a smaller master cylinder and bigger operating cylinders which increase the driver's mechanical advantage, but for full efficiency on fast cars a servo is still required and if an engine-driven pump were available the hydraulic servo would become an attractive proposition.

A typical hydraulic servo now in use on commercial vehicles is shown in one of the illustrations. This is a Lockheed unit consisting of a combined master cylinder, servo cylinder and fluid supply tank. The system consists

of two separate fluid circuits. The fluid contained in the inner compartment of the supply tank feeds the master cylinder and the brakes, and the fluid contained in a separate outer compartment of the reservoir is withdrawn by the pump, supplied to the servo valve and then returned to the appropriate compartment in the tank, circulating continuously.

When the brake pedal is depressed, the valve is moved forward and the flow through it is restricted, thus raising the pressure in the chamber B. This pressure acts in one direction at D to oppose a pressure of the driver's foot and thus gives him the "feel" of a normal braking system, but it also goes against a much greater area at C, to push forward the master piston and so apply the brakes. It is the ratio between the areas at C and D which determines the ratio of servo assistance. This is a constant and is not affected by the rate of fluid flow or the pressure generated. Additional force on the pedal produces further restriction



Below is the combined reservoir, servo cylinder and master cylinder of the Lockheed system for commercial vehicles. Pressure on the pedal moves the piston valve forward, restricting the flow from the pump and raising the pressure in B. This pushes forward the master cylinder at C and applies the brakes. The reservoir has two compartments, one supplying fluid to the braking system and the other feeding the separate booster circuit.



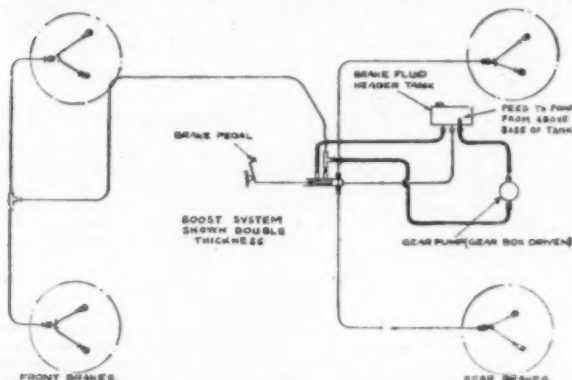
in valve opening and therefore applies the brakes more firmly. Although the total effort is much reduced it must still be proportional to the force required, in order to give the driver sensitive control over a servo system.

Another diagram shows the servo braking system evolved by Girling for the B.R.M. racing car. In its present form it represents the results of a good deal of experimental work to obtain a simple layout with the minimum of weight, an essential feature on a Grand Prix car. It embodies a constant flow of oil under pressure supplied by a gear-type pump, driven from the gear box. Oil from the pump is led to a T-junction, from where part of it goes to apply the front brakes direct, and part of it is fed into a reaction type booster cylinder where it increases the pressure on the

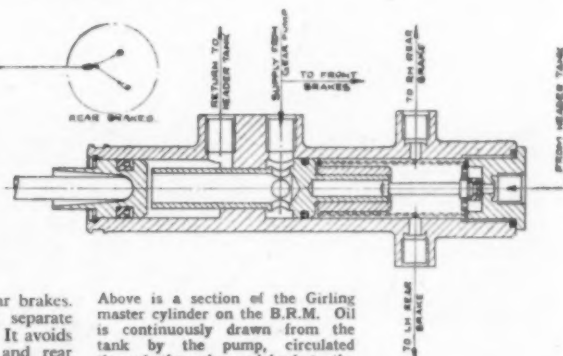
the cylinder, and secured to one end, is a reinforced rubber bag, filled with air at an initial pressure of 450-500 lb per sq in. Fluid from the pump is admitted at the other end of the cylinder and enters the space between the air bag and cylinder wall, compressing the bag until it reaches the maximum working pressure, usually about 1,200 lb per sq in, when a cut-out valve cuts off the supply. When a valve is opened leading to one of the servo units, expansion of air in the bag forces the fluid at high pressure into the servo cylinders.

This system, as fitted on commercial vehicles, is usually supplied with oil from a compact seven-cylinder radial pump of only 5 in diameter, but this requires about two horse power to drive it, an unnecessarily high figure for a passenger car where a simpler and cheaper unit would be required. The Girling system on the B.R.M. makes use of a special gear type pump, built by Plessey, which weighs only 2 lb.

On passenger cars the most popular type at the moment is the Eaton pump, made in England as the Hobourn-Eaton. This type is employed on the Chrysler steering gear and is used by Wilnot Breedon for the operation of windows, seat slides and folding hoods. It is very simple and easy to make, and is used on several cars, notably the Standard Vanguard and the American Fords, as an



Above is the Girling servo braking system for the B.R.M. racing car. The gear pump draws oil from the reservoir and supplies it under pressure to the T-junction which is connected direct to the front brakes and to a booster piston operating the rear brake master cylinder. Hydraulic circuits for front and rear brakes are independent but both are servo assisted.



Above is a section of the Girling master cylinder on the B.R.M. Oil is continuously drawn from the tank by the pump, circulated through the valve and back to the tank. The brake pedal moves the piston at the left, generating pressure in the pump circuit, which applies the front brakes direct. It also moves forward the piston on the right to generate pressure in the rear brake lines.

master piston which is used for operating the rear brakes.

The system replaces a previous layout with separate booster cylinder and two brake master cylinders. It avoids direct hydraulic interconnection between front and rear brake pipes and so prevents complete brake failure in the event of a pipe breakage.

Output from the booster cylinder is proportionate to the effort applied at the brake pedal, and the degree of servo assistance applied to the rear brake piston is constant, being equal to the difference in area between the large and small diameters of the piston. A similar pressure is generated in the front brake line.

Girling brake fluid is now used throughout and this has permitted a reduction in weight of 7 lb in the operating system, compared with an earlier layout employing a separate booster circuit filled with engine oil. The pedal load required to produce a stopping efficiency of 80 per cent is only 70 lb and the pedal movement is quite short, being restricted to a maximum of 3 1/2 in. This should be a great help in reducing driver fatigue during a Grand Prix race calling for several hundred brake applications.

The B.R.M. brakes and the Chrysler steering gear are examples of self-contained, continuous-flow servo systems with their own operating pumps, but when there are several servos operating brakes, steering and other services, simultaneous operation would impose a peak load requiring a wastefully large pump. An accumulator is therefore required to store oil under pressure to supplement the pump output and when loads are light the pump can build up the accumulator pressure again.

The accumulator made by Lockheed for commercial vehicles is quite simple, consisting of a solid drawn steel cylinder, 3 inches in diameter and 18 inches long. Inside

engine lubrication pump. It consists of a star-shaped chamber in which there revolves a star-shaped rotor having one point fewer than the number in the chamber. The rotor traps quantities of oil in a series of steadily reducing spaces between it and the walls of the chamber and forces it under pressure through the outlet ports.

This brief review shows that means already exist to provide a new era of utterly effortless motoring. Whether they can be applied in the near future depends much more on economic and political factors than on the engineers.



Above is the Lockheed hydraulic accumulator supplied for commercial vehicles. The steel cylinder has inside it a rubber bag filled with air at 450-500 lb per sq in. Hydraulic fluid supplied by the pump through the connection on the left enters between the bag and the steel wall, compressing the air until pressure is raised to about 1,200 lb per sq in. When a servo valve is opened, expanding air forces the fluid out again.



# Disconnected Jottings

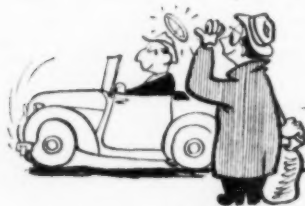
BY THE SCRIBE

Drawings by Barry Appleby

## Cars and Character

IF environment has any effect on character then the car must surely influence its driver. Does it? The answer, I think, is yes, but just how it influences him is a matter of debate. Periodically we read of dyspeptic individuals, leering malignantly, whose bright and sunny natures have been clouded by traffic congestion, but I have yet to meet drivers who look like that only because they have become car owners.

Surely the car has a beneficial effect on the whole? However high-minded one is, it is difficult to avoid a feeling of envy at other people's possession of beautiful worldly goods, and there



Very excess of generosity.

is something particular about the car that stimulates the feeling. One ultimately becomes an owner, and the nagging voice is stilled, to be replaced by a sympathy with those who are not so fortunately placed.

The car also presents its owner with the opportunity of being magnanimous—he can give lifts. I know of no greater cause of that much-to-be-deprecated feeling of self-righteousness than to have gone a quarter of a mile out of one's way to drop a stranger at his own door. It is a very excess of generosity, for all normal requirements have already been filled by picking him up in the first place.

## Critics

MUST we always criticize, when a little thought would remove the object of criticism? I wonder this every time I see references condemning the road numbering system. For better or worse (it is an administrative convenience) the road numbering system is with us, and most motorists use it intelligently and gratefully. A minority still takes every opportunity to condemn it, and to plead for names instead of numbers. The answer to this is that the names are there, as far as is possible, and that if the printing space critics take up were devoted to explanation of the numbering system their writings would do a useful service.

The system is quite simple, the one feature that is, apparently, perplexing being the chequered band. This merely means that the chequered road is a link to the route whose number is shown in the panel concerned. For the rest, you wish to go, say, from Oxford to Winchester. Both, the map points out, lie on A34. Right, you cling to A34, and you need not worry about all those little villages that lie in between. The number gives the through route.

## Benevolent Bureaucrat

A READER sends a nice letter along from the local taxation office. He had filled in the wrong form by mistake. Never mind, says the letter, here is your licence, but perhaps you would be good enough to fill in the correct form (attached) and let us have it back. All credit to the Wiltshire County Council, the council concerned.

## Spats

THE rear wheel spat, as I see it, is fashion at its deadliest. In its favour I can find only one thing—it may improve the appearance. It does nothing appreciable in maintaining cleanliness because most of the mud comes from front wheels and other vehicles.

Against this doubtful aid to elegance we have its weight, its prevention of accessibility, its extra expanse to clean,



Fashion at its deadliest.

its prevention of brake drum cooling, and the chance that it might fly off following an inefficient fixing. I cannot imagine, also, any driver fitting chains to a bespatted wheel and continuing, spats in place, with any equanimity.

My own car has rear wheels bare to the world, but I am not jealous. The rear wheel spat seems to me to be the leading item on the list of things we could well do without.

## Nitcittery

I WAS heading west at a fair rate of knots the other night when a car pulled out of a gate ahead of me and set off in my direction. It was lit by



Beaming backwards.

a head lamp, mounted on the rear bumper and shining to the rear, and that was its only illumination. I overtook it in about a minute and it was still going in the same fashion, quite unlit to the front but beaming backwards.

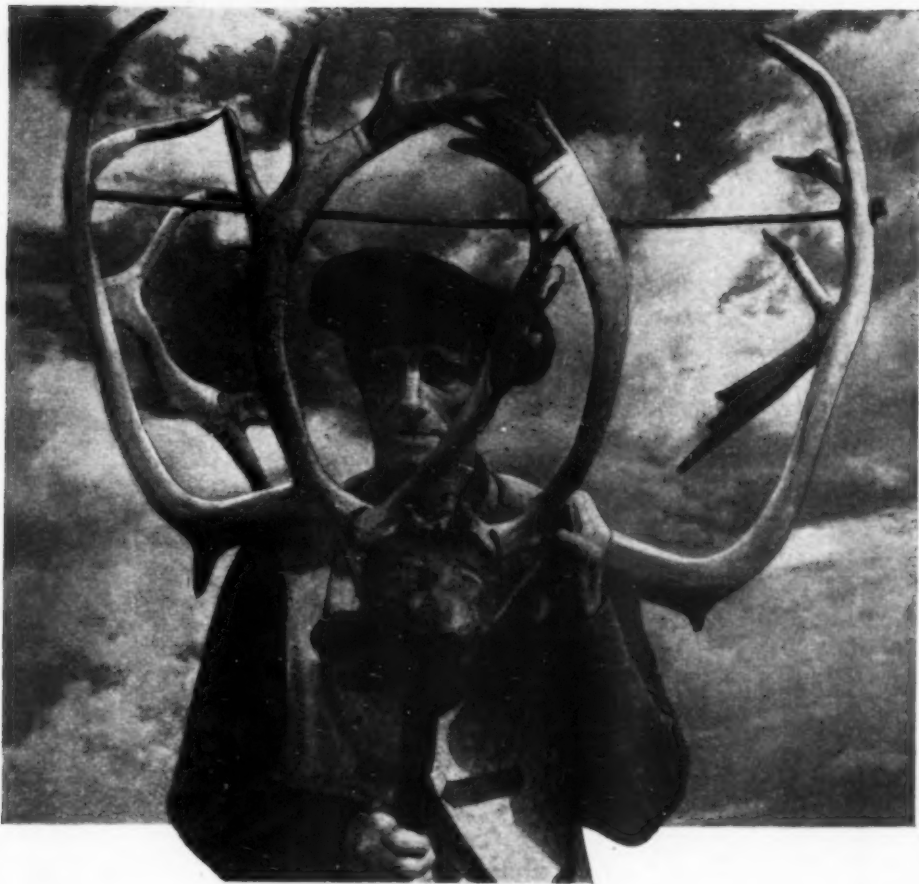
You can think hard about this and still get the answer that a half-wit was at the wheel. But such encounters make a cold shiver run down the spine. Maybe it was going backwards. Maybe I was going backwards? I give up.

## Pink at the Ears

THE sub-editors of this journal have their fingers crossed at the moment; they are also a little pink at the ears. Reason? "Through British Eyes"—the emigrant's impression of motoring in Australia (last week's issue). This title makes it appear as if Australia is a foreign country, and anyone who knows the Australians, who are British and proud of it, will know what that means. Air mail letters from down under are being scanned with apprehension. Sorry, compatriots.

## Anti-nauseating

FROM a friend who is normally a sufferer from travel sickness I learn something that indicates a prominent cause. He has returned from a trip along the straight roads of France, and was delighted to find that no suspicion of nausea entered into his travels whatsoever, in spite of map reading, sleeping and over-eating. The reason, he felt sure, was the fact that bends were so few and far between. Those who drive with travel-sick passengers over here might do well to remember this and to slow down on bends to such an extent that the sideways flow of the fluid in those critical ear channels is not sufficient to upset a sense of balance. But it means slowing down quite a bit, needless to say; and remember that drivers are rarely affected and are insensitive to the unbalance.



### *All that's best in Britain...*

The picturesque Horn Dancers of Abbots Bromley, Staffordshire, whose annual ceremony dates back to the time when our forefathers performed it to express their right to hunt in Needwood Forest . . . so does the Past linger on to enliven and enrich the Present . . . in the same way the accumulated experience of past engineers goes into the products of the Standard Motor Company, providing the continuity of quality and craftsmanship that makes them truly representative of 'all that's best in Britain.'

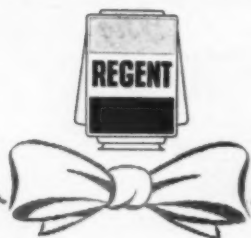


### *The Standard Vanguard.*

Manufactured by  
THE STANDARD MOTOR CO. LTD., COVENTRY  
London: 27, Darnley Street, Grosvenor Square, W.1.  
Telephone: MAYfair 5011

STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

**Ken Wharton  
breaks  
LYDSTEP HILL CLIMB  
RECORD  
ON 1,000 c.c. COOPER  
AND  
WINS THE 500 c.c. CLASS  
ON KIEFT  
using  
**REGENT**  
*Fuel & Lubrication***



## NEWS and VIEWS

### Rover Won Cape Rally!

SUBJECT to further official confirmation the R.A.C. of South Africa has now announced that first place in the general classification of the Cape Rally went jointly to the Land-Rover of Robert Lapalu, M. Monnier's Delahaye and Veglie's Jeep. All completed the course without loss of marks.

It is now to be hoped that, after the striking success of the Land-Rover, the only British vehicle to compete, the next trans-Africa event may see a good turn out of British cars and rally drivers.

### Car Radio Licences

OWNERS of cars fitted with radio, which may have been laid up during the winter, are reminded that a separate radio licence is necessary. A household radio licence does not cover a radio in a car.

### Canadian Sales

SALES of small British cars in Canada may be strengthened by new Canadian hire-purchase regulations which require a 50 per cent initial payment and completion within one year. The lower cost of many British cars may now have an even greater appeal, and help to offset the recent anti-dumping regulations.

### U.S.A. Scraps Cars

AMERICAN motor statistics are always worthy of respect, but it is nevertheless a surprise for car-starved British motorists to learn that nearly 3,000,000 cars were scrapped in the U.S. in 1950. This is more than ever before and nearly half as much again as the average for the last 26 years.

### Caravan Victory

A BRITISH caravan was first in the French caravan rally from Paris to La Napoule—a Berkeley Messenger which scored 270 points. Another Berkeley Messenger was placed sixth, a Cheltenham Gazelle ninth and a Messenger tenth. The rally was organized over the Easter weekend by the French Caravan Club.

### M.G. TD Price Up

THE Nuffield Organization announces that the price of the M.G. TD Midget has been increased to £470, plus £131 6s 1d purchase tax, a total of £601 6s 1d. Previously the price was £445 plus £124 7s 3d tax, totalling £569 7s 3d.

### For L Drivers

NEW premises at 90, John Bright Street, Birmingham, were opened on March 28 by the midland branch of the British School of Motoring. The school is equipped with traffic models, road signs and other equipment so that pupils can be instructed in the positioning and movement of vehicles before taking to the road. There is also the "prep-driver," a driving seat complete with all controls, enabling a pupil to learn their feel and use before being taken on the road in an instructional car. The cars are equipped with dual control, and, in fact, the psy-

chological approach to driving is carefully studied.

Special equipment and controls for disabled drivers are also available. Disabled drivers prove very apt pupils and have no more trouble in passing the driving test than do other learners.

### Unwanted New Car

AS a generous gesture a new Hillman Minx was provided by Lady Gascoigne, wife of the former chief of the British Liaison Mission in Tokio, to be raffled in aid of the Japanese equivalent of the R.S.P.C.A. Yusuke Kauchi, the winner, was delighted—but it cost so much to entertain all those who called to congratulate him that he decided to sell.

He then discovered that taxes of various kinds amounted to so much that he was prompted to return the car to Lady Gascoigne for a re-raffle. This she refused, for the car had been given to him and it was his right to keep it. Kauchi also was adamant and the car was last reported languishing at the nonplussed British Embassy.

### Signs Anger Ohio

IN Columbus, Ohio, a set of 24 signs was set up as part of a United Nations attempt to find signs acceptable for international use. Selected motorists were taken over the route and asked for their opinions.

It seems, however, that Columbus suffers from acute insularity—if comments from other motorists in the area are any guide. Protests poured in to the Ohio

highway authorities to the effect that no advice was needed from Europe; were not the Ohio signs good enough? Had the U.N. nothing else to do? And a Russian sign would be ignored anyway.

Internationally minded Europeans would hope to meet such motorists on the road—only in Ohio.

### Rally Holidays Abroad

CONTINENTAL holiday rallies are being organized for several well-known motoring clubs (such as M.G., Sunbeam-Talbot, Ford, Austin and Vauxhall) by the Motorists' Travel Club, Ltd., 109, Piccadilly, London, W.1. Details of these non-competitive events, including routes and dates, are available from the Travel Club. Most popular makes of cars are catered for. The total cost per head varies from about £47 upwards.

### Straight Talk

A BREATH of fresh air comes from Lancashire, where Mr. James Drake, the county surveyor, has been telling some pertinent truths about road accidents and their prevention. While in no way belittling the best efforts expended on road safety campaigns, this journal has always considered that human failings will not permit a real reduction in accidents by this method, but that improved roads and segregation—by even such simple means as pedestrian railings at danger spots—must be made to keep in line with modern vehicle development.

Mr. Drake, saying that an improved road system would reduce the tragically

### HARD TOP FOR XK 120



Tyrone Power, making films in this country, has had a detachable "hard top" made for his Jaguar XK 120 two-seater by Fox and Nicholl, Ltd., Kingston By-pass, near Surbiton, Surrey. The top does not interfere with the existing hood, which remains in its concealed housing on the car. It is an 18-gauge light alloy panel framed in ash, covered with leathercloth and lined with washable material. At the front it is attached to the screen by fasteners identical with those used on the usual hood. At the rear two knurled nuts attach it to plates fixed to the body pillars; these plates are the only alteration to the actual body. A seal between top and tail panel is made by felt pads and flexible pipings.

This was a "one off" job; it is not in normal production by Fox and Nicholl.

## NEWS and VIEWS

high rate of road accidents, cited six specific instances in Lancashire where the expenditure of a few thousand pounds had reduced accident averages by 65 per cent. The improvements were comparatively minor from the point of view of cost, including roundabouts, improved street lighting, installation of traffic lights and improved kerb layout. He then outlined five practical schemes to improve Lancashire's congested industrial routes which, including certain by-pass work at Preston, were calculated to save 5,000 people from death or injury during the next 20 years.

Answering in advance questions on expenditure, Mr. Drake said, "I know that maintenance funds are at a low ebb, but I feel it is only fair to ask whether the same yardstick is used for expenditure in other directions. I do not think that it is. On the other hand, it is certainly true that there never has been a time when fewer preventive works have been carried out per accident on the British roads—in other words, life and limb have never been held cheaper."

### November Registrations

NEW cars registered for the first time in November, 1950, totalled 13,462. Amongst these were 539 cars registered for the first time, and therefore "new" in the taxation sense, which were, however, rebuilt used vehicles.

### New Cape Record

A FORD convertible driven by Henri Berney, a Swiss, and Henri Loos, a Belgian, arrived in Paris on March 30. They claim to have beaten the Cape Town-Algiers record with a run of 13 days, 45 minutes. This is nearly three days less than the record set up by the Frenchmen, Mercier and de Cortanze.

### Books Received

PROBABLY the best technical lexicon dealing with automobiles and motor cycles which has appeared since the war is the new *Lexique Illustré de l'Automobile*, just published in Paris. It is sponsored by U.T.A.C., the co-operative research organization of the French industry, and is therefore fully authoritative. Each left-hand page carries a cutaway or exploded view of part of a motor vehicle and each of the components is numbered. On the right-hand page there are five columns listing the names of the parts indicated in French, English, German, Italian and Spanish. By this method the names of the minutest parts in complicated assemblies like carburetors, diesel injection pumps, and transmission systems are indicated with complete clarity. The lexicon costs 1,300 French francs from Bibliothèque de l'Argus de l'Automobile, Editions S.N.E.E.P., 1, Place Boieldieu, Paris.

Scottish Border Country. By F. R. Banks. Published by Batsford. 12s. 6d.

Bearing in mind the literature lavished on the Scottish Highlands there is room for competent and informative writing, in the style of a typical Batsford publication, on the historical and literary associations, scenery and architecture of the Border Country, often neglected by those travelling to farther Scotland by either east or west coast routes. This is the country of abbeys and pele towers, and Scott, and of panoramas of vast extent. The author



A Morris Minor owned by M. Petitot, which won Category C at a Cannes Concours d'Élégance, on March 28.

soundly emphasizes the misconception that commonly exists concerning Northumberland and Durham because they are coal-producing counties; yet they are among the most unspoiled, and away from the closely concentrated industrial areas, the most sparsely populated of English counties. The Border country is highly worthy of holiday touring and Mr. Banks' book, incorporating observations from a direct motoring standpoint, would be one to take along or to read in advance.

Seaside England. By Ruth Manning-Sanders. Published by Batsford. 15s.

Except that all writing about places they can visit is potentially meat for motorists this is not essentially a "motoring" book. But it contains a great deal that is interesting about the early days and development of seaside resorts that are the annual or weekend destinations of a great number of motorists. The history of English seahathing habits—and costumes—makes an intriguing chapter and the growth as resorts—a process of the last hundred years—of, for instance, Bournemouth, Brighton, Bognor Regis, Torquay and

Margate is outlined interestingly. The illustrations include reproductions of old engravings and photographs.

Stonevale Pocket Guide to France. Published by Stonevale Publications, 129, Robin Hood Way, London, S.W.15. Price 3s. 6d.

A little pocket booklet of decided use for anyone totally unfamiliar with France and its language.

Report for the Year 1949-50, Department of Scientific and Industrial Research. H.M.S.O. 4s. 6d.

Annual report of the work of the D.S.I.R. in all its branches. An excellent means of "catching up" on research work and selecting items of special interest for further study.

### Ford Broadcast

IN the Light Programme, on April 10, Raymond Baxter will be broadcasting his impressions of a tour of the Ford works at Dagenham from 4 to 4.45 p.m. A recorded version will be re-broadcast at 8.15 to 9 p.m. on Friday, April 18.

## FAIR WEATHER AND NO FOOLING

COMPETITORS who thought of Roman Woods as a place to have a picnic were sure of a big surprise. Saturday's rain and the Horsham and District M.C. and L.C.C. route plotters combined to produce a mud-plugger's glory (or nightmare) in the club's Spring Cup Trial. Some sections of this stopped all comers and were, in fact, converted from "up here and down over there" to "up as far as you can." Even so, strong men on the end of ropes could be seen quite frequently on these early sections.

After the lunch interval, the route was through Coates Common and Rowland Hill, a stop and restart section on a slippery chalk track up over the Downs. Spence's Delight came next, and after this Joe's Find—so named after the enthusiast who found it. Starting with loose sand at the bottom, the track gradually got steeper; it was fairly firm, but the rain had furrowed very deep gullies

which ran diagonally across just at the wrong places. It was not a stopper, this section, but a bouncer and tester of cars; all competitors climbed it successfully—except one, who took one look and decided to go home.

Of the fifty-five entries, no fewer than seventeen were novices, although there were very few to whom one could apply this term at the finish of this very successful meeting.

### PROVISIONAL RESULTS

Spring Cup (best performance): and 1,881 to 1,880 s.s.; Paul Sol. 1.172 (R. W. Faulkner), 10 marks.

Up to 1,000 s.s.: 1. Austin 747 (A. G. Curwen), 65.

Over 1,000 s.s.: 1. H. C. 3,625 (G. Walker), 65.

First-class awards: Austin 747 (A. G. Curwen), 70; Lotus 1.172 (M. H. Lawson), 16; Cotton Sol. 1.172 (A. E. Rumball), 31; Spence V.1.172 (R. G. Spence), 15.

Second-class awards: Austin-Ford 253 (C. J. Newman), 70; Cyclops 1.450 (G. Pennington), 50; Dellow 1.172 s (R. Chappell), 31; Dellow 1.172 s (A. E. A. Dav), 24; Cotton 1.172 (D. F. H. Cotton), 25.

Novice's award: Ford 1.172 (B. Watbridge), 50.

Team award: The Dellow (E. W. Vero, A. E. A. Dav, R. Chappell), 90 marks lost.



To safeguard  
the  
in-built  
reliability  
of  
Rootes Group Cars  
you need

**ROOTES  
GROUP  
SPECIALISED  
SERVICE**

**Guarantees:**

Only genuine manufacturers' parts protecting you against inferior quality.

Specialised tools and machinery essential to efficient service.

Factory trained mechanics, fully briefed on the latest technical developments.

Fully guaranteed factory-rebuilt units.

**ROOTES**

LONDON  
BIRMINGHAM  
MANCHESTER  
MAIDSTONE  
CANTERBURY  
ROCHESTER  
FOLKESTONE  
WROTHAM HEATH

Ladbroke Hall, Barby Road  
90/94 Charlotte Street  
Olympia, Chester Road  
Mill Street  
The Pavilion  
High Street  
86/92 Tontine Street  
Wrotham Heath

Ladbroke 3232  
Central 8411  
Blackfriars 6677  
Maidstone 3333  
Canterbury 3232  
Chatham 2231  
Folkestone 3156  
Borough Green 4



INCREASE  
THE  
LIFE  
OF  
YOUR  
TYRES



You can't tell the pressures of your tyres by looking at them nor by giving them a casual kick. But an equally simple yet accurate method is to test them regularly with a Schrader gauge. This takes only a few moments yet gives an immediate indication of any variation in the pressures. Remember that balanced tyres, maintained at the recommended pressures will wear much longer — and give you better motoring the whole time.

TEST THE PRESSURES REGULARLY  
WITH A

**Schrader**  
*Gauge*



Don't forget to replace the valve cap after inflating or pressure-testing. It protects the valve core.

A. SCHRADER'S SON • BIRMINGHAM • ENGLAND

# A Place for Everything

GOOD DRIVING IS MIXING BOTH THE FAST AND THE SLOW

Converging traffic, parked cars and pedestrians; these conditions call for anticipation, just as much as does fast driving on the open road.

IT is much more difficult to drive slowly at close quarters than it is to drive fast on the open road. There are other reasons for this than the most evident, which is that the human being is an impatient creature. One of them is that the modern car invites, and is designed, for fast travel. There is probably more conscious work of control, for the average motorist—racing and other specialists excluded—in driving slowly, as will appear.

One of the curious aspects of the discussion about accident totals in this country since the war is that little has been said about changes in the cars themselves. It seems to be assumed that cars are about the same as they always were, and better perhaps on controls. Of course, no one wants to go back to the giant flywheels and the slow-revolution engines of what might be called the dumb-iron age. But it is difficult to put pen to paper these days without some reference to statistics, and a glance at those for accidents, with a juxtaposed view of the rise in power-weight ratios for cars, might cause some furious thinking. Of course, such placing of facts may not mean anything. Because the sale of umbrellas goes up in a wet summer, this is no reason for inferring—as the scientists say—a causal relationship. It may mean merely that some enterprising manufacturer has produced a nice line in eyeworthy umbrella fabrics.

However, most drivers, and pedestrians too, will know of individual instances which bolster up this suggestion: The woman driver, for instance, who goes by in a slick, integrally constructed, pressed steel affair, and who, a quick glance shows, is powdering her nose in the driving mirror. This is not an unusual apparition. What is unusual, and what makes this sort of thing—perhaps not quite so flagrantly—a criticism of the motoring scene nowadays, is that she is doing at least 45-50 m.p.h. Any error, any slip, any child or dog that may appear in her way, and she will be given just half as long an interval in which to take action as would have been available if she had been doing only 25 m.p.h. Anyone will know just how many varieties of these dangers there are.

Also serious is the fact that the energy to be destructively used in a possible crash is four times as great for the doubled speed.

## Acceleration

These dangers are bound up to a large extent with the acceleration of the modern car, again a function of the power-to-weight ratio. Take the typical scene at traffic lights, to be observed a dozen times a day in any town. Motorists wait until the knot of walkers has crossed. Just as they are pulling away, a small scurrying figure laden with shopping bags passes under the line of the wing. She may be oblivious of everything else except the white card in the grocer's opposite. Perhaps it announces that twice the normal weekly ration of one egg is available. It will not be a slight tap that she will receive if unlucky, for the modern car gets away very quickly on the gears—0 to 30 m.p.h. in about five or six seconds, as so many Road Test reports reveal.

These are some points that make slow driving important. It is necessary to qualify, at this point, and say that the art



of driving consists of fast and slow work at the appropriate times. Slow driving is harder to learn than fast, for any fool can travel fast in a suitable machine, and speed should always be within the range of control at the accepted conditions of the time and road. As all motorists will know, situations of the worst kind can appear with the trenchant suddenness of a razor blade that is found embedded in a cake of soap.

No one would suggest that the good driver is always slow. Far from it, and fast or moderately fast driving is right, for the right person on the right road. To drive too slowly where it is possible to be brisk is a somnolent business, and the driver is more likely to be alert and up to the job if he makes the most of the road and its possibilities. This touches on the vital point of concentration, for the good driver is the one who is able to keep his mind entirely on the work for the whole period of the run. This is not so easy as it sounds. The "butterfly" type of mind is common. One moment this driver is Fangio-ing it in an unsuitable place, probably a built-up area. The next half-hour will see him engaged in deep reminiscence, leaning on his companion's shoulder for emphasis, while the frustrated traffic builds up behind, and drivers wonder if he is going to the right or the left. The expectation of life of the butterfly is not great.

## Accuracy

There is no harm in making the most of the car, which is probably excellent. Also, in the contemporary car, there is an easy response, in the steering and controls, that helps to make brisk driving easy. Not all drivers, of course, are of the 70 m.p.h. cruising class. But there is no need to remain mentally in the age of the red flag.

Self-control and restraint always play a large part; restraint in, for instance, pulling out to pass a line of cars, where the bad driver that is said to be in all of us is muttering, "I might, and probably will, do it." In such instances the restrained driver is not afraid to pull in and allow the situation time to sort itself out. It is much harder to do this than to go on, for it requires a deliberate act of choice. At least you know that you are in charge of your side of the situation, and the others can be left to sort out theirs.

Spacing on the road needs similar qualities. A restrained driver will be a fair distance behind the vehicle in front. It may be something heavy. The view is better from farther back, and then, when the time is ripe, the pass can be made swiftly and accurately.

Nearly all these points come back in the end to the driver's concentration. Everyone knows the driver who leaves his braking until the last second, then "clamps down" with all he has got. This is either inattention or a misplaced dramatic instinct, and both should be discouraged.

As has been said so often, anticipation is half the art of driving. Like the tennis player who paralyses his opponent by being in just the right place, the driver will be thinking a long way ahead. The results appear to be the outcome of superior physique, or speed, but they are not. They were pre-ordained, just as the good driver's will be, inside his head.

J. F. H.

# FAST WEEKEND

ENTHUSIAST'S



by J. A. COOPER

A FEW weeks ago it became obvious to me that the weekend immediately ahead was going to prove more than usually strenuous from the motoring point of view, because of the necessity of being in various widely spaced places within but short intervals of time. Among other things, this involved a visit to Southsea on the Friday evening for the Southsea M.C. dinner-dance; a lengthy scramble round the Cotswolds on the Saturday morning and afternoon, during the course of the Colmore Trophy trial; a call at Stokenchurch to watch the start of the Lagonda C.C. night trial, still on the Saturday; an engagement in London, even later that same evening; and a trip down to the West Country on the Sunday.

It really seemed that something in the magic carpet line was called for in the way of transport; but with the price of carpets—and the Persian situation—at the present level this idea had to be regrettably discarded. On second thoughts, I am not so sure that it was discarded, for the answer to my feverish prayers to Saint Christopher appeared in the nick of time in the shape of a Bristol 401 saloon “made available” for me through the good offices of Anthony Crook Motors, Ltd., of Caterham, Surrey, well known as distributors for the *marque*. That phrase, “made available,” always reminds me of a wisecrack in a newspaper some time ago: “Our daily help comes from Maida Vale—but only when transport is made available.” Silly, isn’t it?

To resume—this was, moreover, not just a Bristol, but the identical car (MPH 100) with which Anthony Crook had performed his feat last year of leaving Caterham one morning, flying with the car to France, motoring to Montlhéry autodrome, there putting into one crowded hour no fewer than 104.78 miles, and returning the same way, all in one day. So it was a car with a history, which is always so much more interesting than one without. Consequently, on that Friday afternoon, I journeyed down through South London to Caterham with something like joyful expectation in my heart—which is no reflection on the faithful SM 1500, in which I was seated at the time.

It was some time before I left Cater-

ham, because among the new items of equipment installed at the Crookery since my last visit was the first electronic wheel balancing machine to be produced in this country, made by V. L. Churchill and Co., of London. This is a fascinating and most effective device; it consists of a large box, with a dial or two on top and a neon light behind a reflector on one side, a magnet on the top of an extensible stand, and a trolley with a motor-driven roller. And a lot of wire. The *modus operandi*—Latin for “wot you does”—is this; one front wheel of the car is jacked up, and the box set up beside it. Then the magnet is put into position under the car, adhering to the underside of a wishbone or some similar part of the suspension (as close to the wheel as possible) and a piece of white adhesive tape is stuck on the tyre or hub disc—it doesn’t matter where. Now comes the big moment; the motorized roller is used to spin the wheel, the speed of which is shown on the dial on top of the box upon pressing a button, the equivalent of 100 m.p.h. being easily achieved. Remove the trolley and press another button, and the neon light flashes intermittently, causing the white tape to appear stationary in one point on the wheel, while the dial registers how much the wheel is out of balance. Stop the

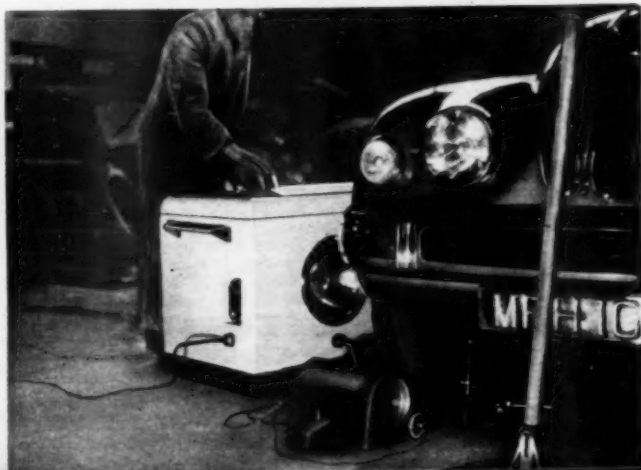
whole thing, turn the wheel until the tape is in the position where it appeared to be stationary, clip a small lead weight to the rim at the top—size according to the dial reading—and try again.

This is most ingenious and remarkably sensitive; it can also tell you when the wheels are out of balance dynamically—which often causes wheel wobble—and how to correct it by adding equal weights to opposite points on the circumference, one inside the wheel and one outside. And it is surprising how much they can be out, and how noticeable the difference is when a cure is effected on a fast car.

However, time was on the wing, as they say, and I tore myself away from Caterham, and set the Bristol’s nose in the general direction of Southsea. It was a filthy afternoon, too, with rain falling in sheets; nevertheless I had no hesitation in cruising at an easy seventy where visibility permitted, without the slightest fear of emulating a lorry driver whose vehicle I passed *en route*. This was not far from Hindhead, where it was misty as well as wet, and the lorry had come to rest after a phenomenal skid with the front wheels through the hedge and overhanging a very steep hillside. Two or three feet farther and the whole outfit would have been at the bottom before you could say “Carter Paterson” (no, it wasn’t their lorry).

For the rest of that evening I was the guest of the Southsea M.C., and a very pleasant occasion it was; but I had to get up early on the following morning. Staggering out of bed at 6.30 a.m. has never ranked as a pleasure with me, especially after a party the night before; but the night porter, blessings be on his head, appeared in the guise of a ministering angel with tea and toast, which did much to relieve the sulphurous gloom. I left

The Bristol has its front wheels checked for balance; note the stroboscopic neon light, the trolley-mounted spinning motor and the stand-mounted magnetic contact which registers tremors caused by out-of-balance forces.





## TRAJECTORY IN A WELL-KNOWN PROJECTILE

Southsea at twenty minutes to eight, and it was still raining as I threaded my way through the environs out on to the road to Fareham. From there up through Bishop's Waltham and Winchester, and thence on to the Whitchurch road; and lo and behold, the sky began to lighten and the rain to decrease to a bare drizzle.

Through Newbury and Abingdon the Bristol kept up its effortless gait, and I travelled for some little distance up a certain twin-track road with the speedometer showing 93 m.p.h., relaxing the hold on the steering wheel (as a check for steering wander) with no sense of insecurity. Consequently, it was really not a matter for surprise to arrive at the

previously at some unbelievable velocity. I tried to look innocent.

Next day it rained again, much to my dismay; but undaunted by the elements—as the car had a roof and a good heater—I set off again, this time with a companion to share the enjoyment. Out this time along the Great West Road and A4, through absolute sheets of rain for the first hour; and then it cleared and the first fitful gleams of sunshine came through. Maidenhead, Reading, Newbury again, Marlborough,—the familiar names came up one after another, only sooner than usual. Left fork along the North Down to Devizes, our goal; thence across Salisbury Plain, with a pause—one of several—to examine the memorial to



Damp and be-beretted, the author watches B. Baxter's Dellow make a gallant attempt to surmount the acclivity known as New Hazard, in the Colmore Trophy trial.

start of the Colmore at Shipston-on-Stour a mere 2½ hours after leaving Southsea, 112 miles away.

During the progress of the trial itself I travelled as passenger in the photographer's Ford Prefect, which was rather better suited to trials lanes than the Bristol; after all was over and we had eaten at The Bell, the Ford set off in the direction of London while the Bristol stayed behind to await the trial results. We had planned to meet at the King's Arms, Stokenchurch, where the Lagonda C.C. night trial was due to commence, but in fact the faster car got there first with a good many minutes in hand. After I had been at this hostelry for some little time a friend of mine entered enquiring if anyone had seen Anthony Crook, who, he alleged, had passed him some time

Wiltshire panorama; the village of Bishop's Canning lies in a hollow on the edge of the North Down.



Damp and glistening, the Bath Road stretches out ahead of the car.

something for a full-sized saloon of but 2 litres engine capacity.

The return run, for the sake of variety, was done over a different route; Salisbury, Romsey, Winchester, Petersfield, and up A3 past the Devil's Punchbowl. A halt was called for food in Winchester, and for a leisurely drink in the Anchor at Liphook, while later still friends were visited, a protracted process, in Thames Ditton. Nevertheless, we were not very late in getting back to London; in all, under 250 miles had been covered that day, which does not seem very many. But they had passed almost unnoticed—and we had not left London in the first place till well after 3 p.m.

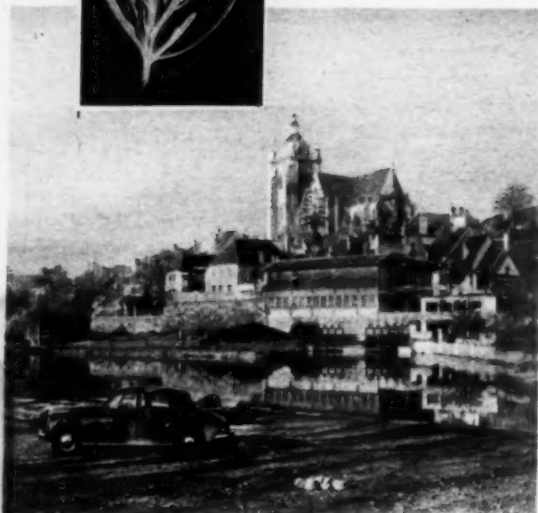
On the Monday evening the car had to be returned to its owner, a task which I undertook with a great deal of reluctance. The Bristol is one of those cars which grow on the driver, metaphorically speaking; it handles in such a well-balanced, delicate fashion, and all the controls work so well and positively, that driving it becomes a natural action requiring the minimum of thought and concentration. Also, over the total distance of 550 miles covered during the week-end the fuel consumption of the car averaged approximately 24 m.p.g. Personally—I envy its owner!

Captain Loraine and Staff-Sgt. Wilson, killed when their 'plane crashed there on July 5, 1912; surely one of the first fatal accidents in the Corps later to become the Royal Air Force? Hereabouts the speedometer—reasonably accurate, too—showed 94 m.p.h., the highest reading achieved and quite





# LAVENDER . . . . .



Early morning on the bank of the Rhine et Rhône Canal at Dole, on the Route Blanche to Geneva.

## TO CHAMONIX AND MONT BLANC — VIA GENEVA AND PARIS : Part I

by MICHAEL BROWN

**M**Y last and too-distant memory of France was of the scent of crushed lavender as I stumbled over the limestone rocks of the Mediterranean coast. My memories of Switzerland were nil, for I had never been there. But on a wet English morning in the spring my telephone rang. Would I like to join two other motorists and a Rover 75 on a business trip to Geneva and a dash up to Chamonix, nestling at the foot of the mighty Mont Blanc? Would I? I nearly dived into the mouthpiece.

Those who have the *wanderlust* will know the feeling. A suppressed exhilaration takes command. One rashly buys a good map with money that should, of course, have gone on a new shirt, and the intimidating preliminaries, a plethora of forms and telephone calls to the motoring organizations, become a lighthearted skipping along a path strewn with confetti. The initial rendezvous is fixed and carefully inscribed in the diary (as if you could forget!), and three-quarters of an hour before the time you are on the spot. The car arrives; the baggage is stowed. *Allons...*

For once the journey to the south coast was an impatient preliminary. A benign sun took the edge off a chilly Sunday afternoon. We dined at the White Cliffs Hotel at Dover, and just before 9.30 p.m. picked our way to the West Dock for the Dunkirk ferry. On this crossing the car is driven aboard, petrol remaining in the tank, but the motorist is unfeeling ejected by British Railways at 3 a.m. on the other side. The cabin steward, with a grin,





## ... AND EDELWEISS

will solace you with the information that it will be 4 a.m. French time, which does not help one bit, and with that you turn in. But not to sleep immediately if ships have memories for you. As I climbed into the bunk I remembered how a steward on an infamous and flea-ridden vessel had taught me how to make a bunk in the uncomfortable fashion that applies on ships. My head on the pillow heard the low hum of the ship's dynamo. A winch began to clatter on deck and I remembered the stolid figures of pilot and "old man" on many a bridge. Let's see; how did it go? The mate would be on the fo'c'sle head, the second mate aft. The third mate probably at the engine room telegraph. Or maybe the years had muddled my brain. The ship began to pulse under the engines, and soon after was rolling ever so slightly. Rock-a-bye, baby.... I slept soundly.

A bitter frost held sway on the French side, with darkness and fog to confuse the exit from the docks. It froze on the screen, and the heater at full blast was insufficient. In three hours we had covered only 75 miles. But dawn was breaking in a clear sky above the fog, and under the influence of the sun the vapour was fairly quickly dissipated. The long straight roads, tree-lined, of France, began to reveal themselves. The Rover settled to a faster stride—50-55 m.p.h.—and we were able to enjoy the southward, ever southward, run over the northern plain of France.

I use the word "enjoy" deliberately. Some find this plain a dull experience, but surely dullness, like beauty, is

in the mind of the observer. Northern France undulates gently, and is farmed with a love and affection that mechanized farming seems to lack. In those blue distances the eye picks out the man and his team, and the hand sower "filling in" where the drills have proved scanty in supply, and follows the furrows in their rhythmic passage over *la patrie*. It picks out, also, features that tinge the enjoyment with melancholy and support it with understanding. The names of the towns are the clue: Béthune, Arras, Cambrai, St. Quentin... and there are the cemeteries of the 1914-1918 war, and the decay of the mechanized version that descended on these people in 1939. There is no wonder in the fact that France does not wish to see Germany re-armed; no wonder that she is suspicious of pro-Western sentiment across the Rhine. This plain is so vulnerable to attack, and it is France's kitchen garden. The gate is wide open to the Attila of the east.

The closeness of the link between ourselves and the French stems, perhaps, from tragic experience; curiously, two of the three on board the Rover had near relatives lying in these parts. But in any case the Englishman cannot but respond to France. France is like the shabby woman whose beauty is still shining through the lines of hard work, and one's love for her has pity mingled with it. As the Rover sped south it was evident that her labour was far from finished; Rheims cathedral remains in the state of suspended animation that betokens repair postponed. Vitry le François has ruin for a centre. But house building goes

Snakes among the snow. The road winds gently down to Lac Leman and Geneva on the south side of the Col de St. Cergue.



LAVENDER  
and  
EDELWEISS  
continued



"Pourquoi?" he asked bluntly."

on with what a colleague has recently and perfectly described as "urgent clamour", and if the French are too ready to spend their money on handsome memorials, who shall quarrel with them? When the shabby woman spends her francs on perfume it is an endearing extravagance.

We lunched at Rheims, and by this time the heater had given us a deceptive idea of the temperature outside. It was sunny and bitter, and a brisk walk round the city failed to warm us. By this time, also, the 75 had covered 160 miles from Dunkirk, and as the trip ticked on after lunch we began to run into the brown patches on the map. By Joinville there was a little snow on the shady sides of the hills of the Haute-Marne, and as the sun made off towards the west it grew chilly again. Chaumont, Langres and Gray were left behind—326 miles were now showing on the trip

—and as darkness fell we reached the age-old city of Besançon, bedecking the sudden hills with lights.

The narrow streets were thronged with home-going workers, amongst which a search for an hotel was difficult. There came the memory of quiet places—a large place, and silence for a companion—and it was unanimously agreed to forsake Besançon for Dole, a few kilometres to the south-west, and there we arrived about half-past seven, with over 400 miles put into a long day. Dole is the birthplace of Pasteur, the great surgeon, and is a noted stop on the Route Blanche from Paris to Geneva. We were welcomed at the Grand Hotel Chandioux, a fine old, rambling place of creaking floors and lofty ceilings, and it was curious that our dinner there was the best of a trip in which my host had promised that every meal would be, to underfed Englishmen, a banquet. They were; but of food more later.

### Short Section

There was method in the big bite of 400 miles on the first day. Our next night stop was to be Geneva, less than one hundred miles away. But sections of the route over those few miles wriggled delightfully over the Col de la Faucille, or the Col de St. Cergue, and when the morning proved clear and sunny only the traditional calm of the Englishman prevented me from uttering a cheer (or yodeling) as I opened the casement. On such a day of promise a nine o'clock start was late enough, but a pause on the bank of the Rhine et Rhône canal to admire the way in which the old town buildings were terraced up from the far bank to the pinnacle of the abbey, was not begrudged. We were in the foothills of the Jura, heading for Poligny, luxuriating in the pride of Solihull and gazing admiringly at the huge bullocks, yoked at the head, which typified the tempo of farming life as they plodded past unheeding.

By Poligny the road is climbing steadily and the line of the Jura mountains ahead fills the screen satisfyingly. Expectation is such that one almost omits to notice how the vineyards have imprinted themselves on the agricultural pattern of the land on either side; the vines, newly pruned, tied neatly in to await the hot sun of summer. By Champagnole a cragginess makes the mountains frown on the car's passage. We filled up at Champagnole and continued, climbing fairly easily in third gear. The snow increased in depth, although the hot sun through the clear air was melting it rapidly. Clear air? I was to learn something of clarity at a higher altitude.

Up and up. On the shady corners the Rover slid a little on the ice across the road, and almost imperceptibly the snow had crept in until it formed a high bank on either side of the car. Bridges caught the stealth of snow most admirably in his poem: "When men were all asleep the snow came flying, In soft white flakes falling on the

Trees of spun silver—lichen-covered branches are illumined by the sun against the deep blue of the sky. Near Les Rousses.



city brown"—only we were not asleep and we were away from the city brown and high in the Juras.

Now the lesson of mountain clarity became obvious. We stopped to admire the scene and to take particular note of the trees fringing the pass. They were lichen-covered, and the sun, striking on them, turned them to silver against the butterfly-wing blue of the sky. Each branch was a thread of delicacy. Each line, separating earth and heaven, was crisp and positive at whatever distance. I looked back over the valley from which we had climbed, and there, hanging over it, was a haze that, by contrast with the atmosphere up here, was quite thick. If sun glasses had been pleasant down below, up here they were essential, at least for my comfort, for without them I could see only by squinting painfully, and the fragile blues of snow in shadow were lost in the platinum dazzle of sunshine on the white perfection.

Soon we were at La Cure, frontier of France and Switzerland, and never was there a better illustration of difference in temperament between one nation and another. The Col de la Faucille (4,333ft) over which we had hoped to drive, was closed, and the French *douaniers* tut-tutted in sym-



Roof clearing in St. Cergue. Vertically above the Rover's right rear wheel can be seen the unroped "Alpinist."

pathy at our disappointment. They puffed their Gaulois in the shabby customs post as they stamped our passports, chorused "*Bon voyage*" as we left, and no doubt resumed their conversation on the troubles and trials of life round the stove after we had gone. Outside the men at the barrier were snowballing in the sun. One tossed a snowball up merrily as an old woman, shabby in a brown coat and wrinkled black stockings, passed. Not noticing, she walked under the snowball and received it fair and square on her head scarf. Undismayed, she took off the scarf, shook it clean and in mock anger at the thrower, who was convulsed with laughter and thus a helpless prey to his colleagues on the other side of the line of battle; snowballs came thick and fast, and the Rover slipped up to the barrier with scant attention.

We were now in Swiss territory. The Swiss post, clean and fresh in its paint, had a slightly disapproving air at the goings-on down the road (*Nous avons changé tout cela?*). Equally stolid, the Swiss customs officer in his grey uniform confronted us. We were, we remarked conversationally, desolated because the Faucille was closed. "*Pourquoi?*" he asked bluntly. Well, why indeed? One cannot explain these things to one who lives at the junction of the Faucille and the Col de St. Cergue. One just proceeded over the latter.

But what a procedure it is! The road had become packed snow all the time, and the snow walls on either side were now up at roof level. All round—we were at 4,045ft—the summits of the Jura stood crisply against the blue sky and great areas of snow gleamed unbroken. We began the descent, swinging to and fro round the easy bends, to halt again just short of St. Cergue itself in order to watch a children's ski-ing contest in the valley alongside the road. Over the roofs of St. Cergue were visible the Alps, many miles away (about 50) across Lac Lemman and Geneva. "*Les Dents du Midi*," was the reply to our query, and certainly they looked it, jagged against the sky. In St. Cergue itself we paused to admire the intrepidity of a man who was clearing the snow from the roofs of some of the houses. Unlike a confrère on a lower roof, he did not appear to be roped, but edged forward with his shovel, dislodging minor avalanches into the square below, to the barrage of wisecracks that might have been expected. Small children, gaily dressed, scampered around on sleighs; older humans, equally gay, shouldered skis. There was an atmosphere of fun that was a joy after the dreariness of home occasions these days. Oh, for a little of the Continental gaiety this side of the Channel!

Silently, steadily, we wound on down the mountain side. Like the foothills of the Jura, Geneva and the lake were lost in a haze that turned out to be clarity once one was down on lake level. The Alps were plain and exciting now. At Nyon we turned to the right towards Geneva and sped along the fine lake road, which seemed surprisingly mundane after the heights. Spring had come to Geneva. The last remnants of snow piles were melting on the lakeside lawns, and the *restaurant* at the Perle du Lac, good M. Doebeli, had put his tables outside in the open air for the first time this year. We drank tea and chatted of this and that, content to have arrived by a route of rare beauty. I, for one, had no idea that better still was to follow, for at that moment the decision to go to Chamonix had not yet been finally made in view of the snow already encountered. To me the Chamonix decision was academic; sufficient for the day was the elation thereof.

*To be concluded*

This has been a snowy winter—tragically so in some parts of the Alps. The scene in Les Rousses, under a hot sun.







J. E. B. Little, driving his 2.3-litre supercharged Bugatti, leading from two Frazer Nashes and two Bentleys as they enter Camp Corner during the Vintage handicap race.

## CASTLE COMBE FOR 500s!

WEST OF ENGLAND CIRCUIT PROVIDES ANOTHER GOOD MEETING

**U**NDoubtedly the high spot in the afternoon's racing on Castle Combe aerodrome, in Wiltshire, organized by the Bristol M.C. and L.C.C., was the 500 c.c. event. This was run in two heats and a final, the former of seven laps of the 1.84-mile circuit and the latter of ten. There was a very good and varied field, the first heat attracting eleven starters and the second fifteen.

The first heat was all Don Parker, driving his new J.B.S. with J.A.P. engine, who got out in front and stayed there, driving very fast. He was chased hard, first by E. J. Moor in the Wasp and then by Whitehouse in one of the works team of Coopers; later Ken Wharton came through the field in another new Cooper (all these three cars having "double-knocker" Norton engines), but Parker stayed ahead without difficulty. Wharton's engine was reluctant to rev beyond 5,800 r.p.m. (these engines should reach 6,200), and he set to work to remedy the trouble before the final.

In the second heat, obvious contenders for first place were Clive Lones' Iota J.A.P., Ken Carter with the second works Cooper-Norton, Bob Gerard (in his first 500 race) with a similar car, and Peter Collins in his well-known last-year's Cooper-Norton; but Gerard is not yet fully at ease in a Cooper, while Collins was suffering from the after-effects of 'flu. Two unknown quantities who almost upset the result sheet were A. Lones, ex-motor cyclist, driving Alf Bottoms' prototype J.B.S.-Norton, and H. L. Williams in a Cooper-Norton. Carter led this heat almost throughout, followed at first by Collins and Leary (Cooper-Norton), but Lones, cornering at incredible speed, streaked through the field from the back to second place within three laps. He then spun off the road at Quarry Corner, but dropped only four places; and then after repeating his meteoric act he spun again, finally finishing sixth. Meanwhile

Leary had run out of road and stopped; Collins came up into second place, and Williams and Lones duelled for third, victory going to the latter.

The final was terrific, the start alone, of 21 competitors, being thrilling in the extreme. Once more Parker led (he had shared the front rank with Wharton, Carter and Whitehouse) and after one lap he was followed by Whitehouse, Lones, Leston (J.B.S.-J.A.P.) and Wharton, but by the end of lap 2 Wharton was in second place, pulling up on Parker.

### Catherine Wheel Pins

Parker overdid things entering Quarry Corner, and the J.B.S. spun round—several times—in front of the packed field. Wharton's Cooper hit Parker's back wheel, buckling it, and the Cooper shot nearly two feet in the air, landing with a resounding crash, but carrying on. The next five cars all went on the grass, three on one side and two on the other, in avoiding the J.B.S.—but they managed it successfully, and no further damage resulted. Whitehouse got through the mêlée to lead from Williams and Wharton; Collins, unfortunately, seized his engine and retired. Two more laps and Wharton was in the lead, and from then on it was a ding-dong struggle between him and Whitehouse; on the eighth lap the latter repassed, but on the last lap of all Wharton found that little extra and came home first by three or four lengths; Carter was third, several hundred yards in arrears. A really exciting race!

The remainder of the programme deserves more detailed mention than is possible here! It consisted of four sports car scratch races over ten laps each, a Vintage sports car ten-lap handicap and an Edwardian car five-lap handicap. Notable performers in the first-named were Hawthorn's two Rileys, one an Ulster Imp

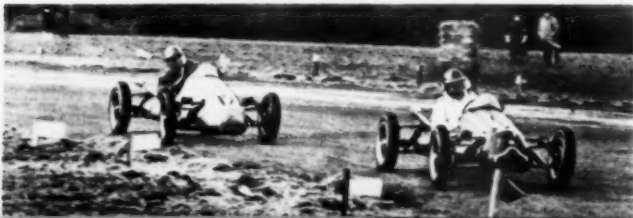
and the other a T.T. 14-litre; H. E. Roberts' diminutive Robros trials car, which drifted round corners in a remarkably fast and stable fashion; Stoop's beautiful Mille Miglia Frazer Nash, and Oscar Moore's very spartan H.W.M. "super-sports" car, which successfully wiped the floor with all opposition to win the fastest race of the day. Second in this, the last event, was K. Watkins' Ardun-Mercury Allard, which held off three XK120 Jaguars. In the Vintage race a Frazer Nash lost a wheel, which unfortunately hit a spectator on the leg, while the Edwardian handicap was won with consummate ease by a 1910 A.C. Tricar, which had been sadly underestimated by the handicappers.

Altogether, a very fine day's racing—but not a very fine day. The weather was very cold, and also wet until after three o'clock—from then on the course dried rapidly. A good crowd, considering the conditions, watched the racing; unfortunately the course commentary for their benefit left a great deal to be desired. The Bristol club are to be congratulated on the success of their first 1951 race meeting.

### RESULTS

**Lap distance 1.84 miles**  
**1,100 c.c. Sports and 1,100 c.c. Super Sports—10 laps:** 1. Riley 1,089 (A. M. Hawthorn) 17m 20.6s. 63.7 m.p.h.; 2. Riley 1,089 (L. Gibbal) 18m 24.6s. 5. Morgan 1,086 (J. Garraux) 19m 27.4s. Seven starters.  
**1,100 c.c. Sports and 1,100 c.c. Super Sports—10 laps:** 1. Riley 1,089 (A. M. Hawthorn) 16m 31.8s. 66.9 m.p.h.; 2. H.R.G. 1,496 (D. C. Pritchard) 17m 53.2s; 3. M.G. TC 1,250 (M. J. Pope) 18m 14.2s. Sixteen starters.  
**1,100 c.c. Sports and 1,100 c.c. Super Sports—10 laps:** 1. Frazer Nash 1,971 (J. R. Stoop) 16m 27.2s. 67.2 m.p.h.; 2. Frazer Nash 1,971 (R. P. Pencock) 16m 42s; 3. H.R.G. 1,496 (G. A. Huddock) 16m 53s. Sixteen starters.  
**Unlimited Sports and Super Sports—10 laps:** 1. H.W.M. 1,962 (O. Moore) 15m 44.2s. 70.0 m.p.h.; 2. Allard 4,375 (K. Watkins) 16m 0.6s; 3. Jaguar 3,442 (L. Wood) 16m 10.4s. Twelve starters.  
**Vintage Sports—10 laps, handicap:** 1. Bentley 4,396 (C. Bradshaw) h/cap 2m 5s. 15m 37.8s. 62.8 m.p.h.; 2. Bentley 4,396 (D. H. Wilson-Stuart) h/cap 2m 12s. 20m 10.8s; 3. Bentley 4,396 (R. E. Williams) h/cap 2m 5s. 20m 17.6s. Fifteen starters.  
**Edwardian—5 laps, handicap:** 1. A.C. Tricar (P. H. Parker); 2. Calcott (C. L. Denham); 3. Rolls-Royce (J. Bulster). Ten starters.  
**500 c.c.—Heat 1—7 laps:** 1. J.B.S.-J.A.P. (D. Parker) 11m 25.4s. 68.0 m.p.h.; 2. Cooper-Norton (K. Wharton) 11m 26.2s; 3. Cooper-Norton (W. J. Whitehouse) 11m 25.4s. Eleven starters.  
**Heat 2—7 laps:** 1. Cooper-Norton (K. E. Carter) 11m 24.8s. 67.6 m.p.h.; 2. Cooper-Norton (P. J. Collins) 11m 27.6s; 3. Iota-J.A.P. (H. C. Lones) 11m 50.2s. Fifteen starters.  
**Final—10 laps:** 1. Cooper-Norton (K. Wharton) 15m 48s. 68.7 m.p.h.; 2. Cooper-Norton (K. E. Carter) 15m 50.8s; 3. Cooper-Norton (K. E. May); 4. P. J. Butlerland; Iota (P. J. Clark); J.B.S. (D. Parker); Cooper (J. D. Barber); Wasp (E. J. Moor); Cooper (A. D. Gull); J.B.S. (H. Leston); J.B.S. (A. Lones); Iota (H. C. Lones); Iota (P. Tuck); Cooper (C. D. Headland); Cooper (H. Merrick); Cooper (P. R. Gerrard); Cooper (H. Williams); Cooper (C. R. Hartwell); Cooper (P. J. Collins); Iota (B. W. Messenger).

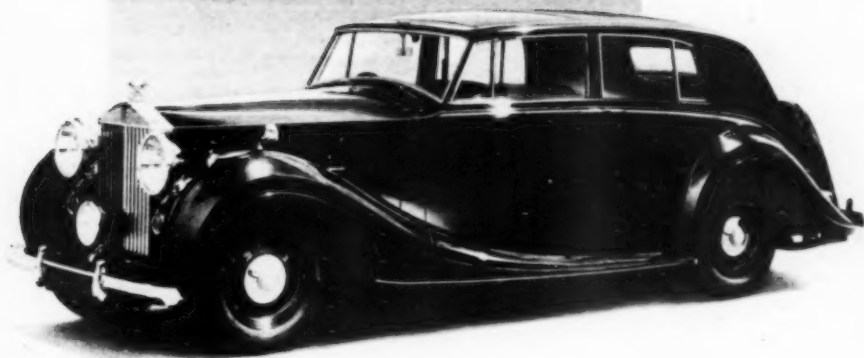
Ken Wharton just in front of Bill Whitehouse, both driving twin o.h.c. Norton-engined 1951-type Coopers, on Quarry Corner during their battle in the final of the 500 c.c. race.







**Artistry.** "Art is the expression of man's joy in his work." Chaste design and exquisite craftsmanship are exemplified in The Studley Bowl, the work of a 14th Century English Silversmith. It is in the Victoria and Albert Museum.



# ROLLS-ROYCE

*The Best Car in the World*

Rolls-Royce Limited, 14-15, Conduit Street, London, W.1      Mayfair 6201

*Armstrong Siddeley Motors, Ltd. Coventry*

Member of the Hawker Siddeley Group



The British Standards Institution is to this product issuing one of its 4 and 5 guarantees. The guarantee is an evidence and proof of quality. It is built on the foundation of high standards of English quality in engineering and manufacturing.



LANCASTER HURRICANE WHITLEY

LANCASTER HURRICANE WHITLEY

ARMSTRONG SIDDELEY

# THE REST OF THE 1,000

## CIRCUIT OF IRELAND TRIAL: MOUNTAIN SECTION

THE route for Easter Sunday, the second day of the 1,000 Miles Circuit of Ireland Trial (see page 389, last week), had been kept secret until arrival at Killarney on Saturday night.

The first control was at Gouganebarra Lake, and it was in this first section that the hopes of half the field were dashed. The main choice lay between two roads. One looked three times as long as the other, and was graced with a succession of hairpin bends. The other cut right over the hills and looked short, sharp but passable.

It was not. Car after car became stuck on what is now known throughout the motoring circles of Ireland as the Bog Road. The few that did get up and over had to manhandle their cars round the bends that followed on the downward track; even the T-type M.G.s were bounced round.

There followed checks at Inchigleagh, Drimolague and near the tip of the peninsula between Dunmanus Bay and Bantry Bay before the second control at Bantry. There the second elimination test took place.

The route then went round the coast through Glengarriff to Adrigole and thence into the mountains to control 3 in Tim Healy Pass. This proved a fine stretch of good road, twisting and turning up the mountainside in a most interesting succession of hairpin bends, and a timed hill climb was inevitable as test 3.

Another interesting road section followed, taking one through Kenmare and into MacGillivuddy's Reeks. Negotiation of the Gap of Dunloe was particularly tricky, and is generally considered to be "impassable to motors."

The next check was at Kate Kearney's Cottage—a Killarney tourists' "must," although many rallyists were wondering just what made Kate live in that particular spot. Although near Killarney once more, competitors were forced to turn their backs, and proceed south-west between the mountain ranges to the control at Beaulieu Bridge, thence down to the coast, with a check at Cahirciveen, and so to the final control at Killarney.

The day was undoubtedly the most important of the rally, the "bog road" having greatly reduced the aspirants for leadership. Only 138 were now left in the trial. Among those forced to retire was last year's winner, Dermot Johnson.

With Easter Monday came a great air of apprehension, for 24 hours of continuous driving lay ahead. Only three miles away was the fourth elimination test.

The route then led through checks at Dingle and Castlegregory to the control at Galway. There followed a check at one of Ireland's westernmost points, Belmullet, and so to the control at Sligo—reached by most in the small hours of Tuesday morning. Fortunately, the heavy snow showers being then experienced in north-east Ireland did not extend to the north-west, and competitors were spared very trying conditions. The next check was at Dungloe, and so eastwards to the Londonderry control.



A cluster of M.G.s at the second check on the Saturday at Clara, Co. Offaly. The drivers include J. M. McCaughan, R. J. Caldwell, J. E. McGrath, and D. A. Wilkins.

At Londonderry competitors were warned of icy conditions ahead. A snow-plough was out on the mountain road to Coleraine, but it was considered impassable. From Coleraine the route went to Ballycastle, the Tor Head check and the fifth test near Cushendall.

The final road section led through the Larne check to Nutts Corner Aerodrome, near Belfast. The earlier numbers were at a disadvantage from Londonderry as icy roads reduced speeds (now 30 m.p.h. average after the night drive at 24 m.p.h.) to around 20 m.p.h. Before the Cushendall test several competitors were stuck at a particularly slippery hairpin bend which lost them vital marks.

Final tests results were:  
Braking: Class I, R. J. Nash (M.G.), 34.0 marks lost; Class II, J. G. Stevenson (Hillman), 37.0; and, Class III (tie), W. J. G. Clarke (Standard Vanguard) and M. C. Hogan (Citroen) 43.

Pylons: Class I, L. V. C. Henderson (M.G.) 17.6 sec.; Class II, J. V. R. Noble (Morris Minor) 20.4; and Class III, R. J. Adams (Sunbeam-Talbot) 22.6.

One hundred and twenty-eight competitors completed the trial. The organization from start to finish was superb, and the excitement of the villagers in the more remote parts was rather touching. For the first time the premier award leaves Ireland—R. A. Hopkinson (TC M.G.) of Chesterfield, walked off with this.

Particular mention must be made of P. H. S. Newell, who, driving a 1947 Morris Ten, with four up, beat Cecil Vard (Hillman Minx), third man at Monte Carlo for first place in his class.

### FINAL RESULTS

Under Automobile Club Trophy (Premier Award): R. A. Hopkinson (TC M.G.), 253.2 marks lost.  
Class I (open cars): 1. R. A. Hopkinson (TC M.G.), 253.2; 2. J. J. Flynn (TD M.G.), 257.3; 3. D. G. Scott (TC M.G.), 259.7.  
Class II (closed cars up to 1,500 c.c.): 1. P. H. S. Newell (Morris Ten), 243.5; 2. C. Vard (Hillman Minx), 250.4; 3. J. McWaters (Morris Minor), 252.2.  
Class III (closed cars 1,500 c.c. and over): 1. S. Puntland (Citroen), 252.4; 2. R. J. Adams (Sunbeam-Talbot), 264.5; 3. J. D. Kenney (Sunbeam-Talbot), 275.6.  
Team Award: The Encores, R. A. Hopkinson, J. J. Flynn, D. G. Scott.  
Castlerough Trophy (Best competitor from outside Northern Ireland): R. A. Hopkinson.  
Harrold's Trophy (most previously named an award in an U.A.C. event): R. A. Hopkinson.  
Lodder Trophy: 1. Mrs. J. J. Flynn (M.G. 1½-litre), 265.5; 2. Mrs. Dowling (Austin A.40), 311.0.

## BOREHAM SPEED TRIALS

### PROVISIONAL RESULTS

Pastest time of the day: A.J.B. 4.425 (A. J. Butterworth), 25.12s.  
Fastest sports car: Alfa 1.970 (J. B. Norris), 37.50s.  
Fastest open car in any trim: Jaguette 3.664 s (G. Porter), 50.50s.  
Fastest car, unsupercharged: Cooper 1.097 (C. A. Booker), 26.47s.  
Fastest open standard saloon car: Bristol 1.971 (T. A. D. Crook), 27.6s.  
Saloon Cars: Up to 1,100 c.c.: 1. Riley 1.087 (J. V. Lewis), 46.40s.  
1,101 to 1,500 c.c.: 1. M.G. 1.250 (A. G. Baker), 46.75s.  
1,501 to 2,000 c.c.: 1. Riley 2.043 (O. H. Orace), 39.50s.  
2,001 c.c. and over: 1. Jaguar 3.405 (P. J. Covington, of the Essex Police), 39.50s.  
Open Cars: Up to 1,100 c.c.: 1. Fiat 910 (A. C. Westwood), 44.2s.  
1,101 to 1,500 c.c.: 1. M.G. 1.250 (J. T. K. Lane), 46.75s.  
1,501 to 2,000 c.c.: 1. Healey 2.045 (P. A. Spiller), 39.45s.  
2,001 c.c. and over: 1. Jaguar 3.402 (J. Craig), 39.50s.  
Sports Cars, any trim: Up to 1,100 c.c.: 1. M.G. 1.086 (B. G. Orace), 41a.  
1,101 to 1,500 c.c.: 1. M.G. 980 s (A. O. Baker), 39.60s.  
1,501 to 2,000 c.c.: 1. Frazer Nash 1.971 (B. G. Orace), 39.90s.  
2,001 c.c. and over: 1. Allard 3.917 (R. Larrinaga), 34.00s.  
Racing Cars: Up to 500 cc.: 1. J.B.S. (D. Parker), 30a.  
501 to 1,100 c.c.: 1. Cooper 906 (D. H. Brakes), 28.60s.  
1,101 to 1,500 c.c.: 1. Appleton 1.000s (B. Appleton), 31a.  
1,501 to 2,000 c.c.: 1. Bugatti 2.261 (M. Hooke), 26.75s.  
2,001 c.c. and over: 1. Bugatti 1.994 (A. B. Raven), 26.80s.

ON Sunday last the West Essex C.C. held the first of their 1951 meetings at Boreham airfield, near Chelmsford, in the form of a one-kilometre standing start sprint.

An enormous entry had been received, there being classes for standard open and closed cars as well as the more usual sports and racing car classes. Fastest time was put up by A. J. Butterworth, in his Steyr-engined A.J.B. four-wheel-drive sprint car, the getaway of which had to be seen to be believed. Other excellent performances were those of C. A. Booker, driving an 1,100 c.c. Cooper-J.A.P., and G. Parker's Jaguette, a supercharged Jaguar engine in an M.G. Magnette chassis.

Although the day was very cold and started by being wet, the rain cleared towards lunch time and the course dried somewhat at the start; farther up, however, there were some very unpleasant flooded patches.

The whole programme was merely run off very expeditiously, and the meeting made a good curtain-raiser for the circuit races which will be held at the same venue later in the season.

## Speed in a Straight Line



Piero Taruffi of Italy has just set new records in the 2-litre class, reaching 185.49 m.p.h. with a new twin-fuselage car, which has a four-cylinder supercharged Maserati engine of 1,730 c.c.

### ITALIANS AND GERMANS BID FOR INTERNATIONAL SPEED RECORDS

**S**INCE the streamlined M.G. driven by Lt.-Col. Goldie Gardner first established new speed records in the 1,100 c.c. category in 1937, it has built up almost unchallenged supremacy in speed in a straight line on the road. Modifications to the six-cylinder M.G. engine, including variations in the bore, the substitution of special crankshafts and blocking off some cylinders, when necessary, have enabled it to make new records in all classes from 350 c.c. to 1,500 c.c., and the fitting of a four-cylinder XK Jaguar engine made it possible to establish 2,000 c.c. records.

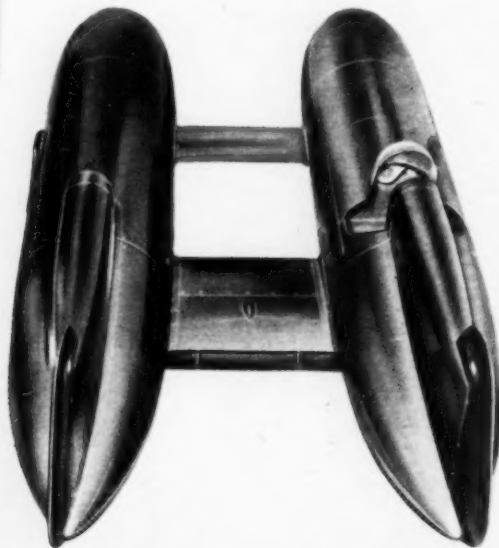
The Italians and Germans are, however, making determined efforts to beat Gardner's figures. First success went to Piero Taruffi, the Italian engineer and racing driver, when he established new records in the 500 c.c. class with a twin-fuselage car of startling design, and now, with a larger car of similar shape powered by a Maserati engine, he has beaten Gardner's figures in the 2,000 c.c. class, reaching 185.49 m.p.h. over the flying kilometre. The figures in this class were not Gardner's fastest, as the Jaguar engine he was

using was unsupercharged, whereas the M.G. engine which was used for all the runs in the smaller cubic capacity classes was supercharged. Regulations governing these records take no account of whether a supercharger is used or not. For this reason, Gardner's highest figure to date is with the M.G. engine bored out from 1,100 to bring it just within the 1,101-1,500 c.c. category—when he reached 204.3 m.p.h. over the flying kilometre.

The twin-fuselage layout, or *bisiluro* as the Italians call it, has attracted the attention of designers for some years past. In 1935 the French designer Jean Lacaine carried out wind-tunnel tests with a model of such a car, from which he deduced that the world speed record, then standing at 312 m.p.h., could be beaten by a twin-fuselage design powered by two engines of only 350 h.p. In 1942 a young British aeronautical engineer, Walter Watkins, of Bristol, built a model of an asymmetrical car, rather like a catamaran canoe. German designers had also been thinking on similar lines, and in 1941 a patent was taken out by Von König-Fachsenfeld and Georg Ising which contained many of the elements of Taruffi's design, including the twin fuselages, one housing the pilot and the other the mechanism, and a streamlined plane incorporated in the rear connecting boom with an adjustable angle of incidence so that the loading on the rear wheels could be increased by wind pressure.

However, Taruffi was the first to put the principle into practice and his 500 c.c. car "Tarf" reached 129.18 m.p.h. with an unsupercharged Guzzi twin-cylinder engine delivering about 45 b.h.p. at 7,500 r.p.m.

The arguments in favour of the twin-fuselage car for straight-line speed are strong. It is essential to enclose the wheels, as exposed wheels produce more air resistance than all the rest of the car, but enclosure of the wheels produces an increase in frontal area. Gardner cut down frontal area by adopting a semi-reclining driving position and using a small spectacle-shaped steering wheel, but there is a big advantage to be gained by moving the driver over between one pair of wheels, taking the engine and auxiliaries out between the other pair of wheels and removing the middle of the car completely. Taruffi calculates that his design permits a reduction of 30 per cent in frontal area as compared with the conventional layout. At the same time it transforms the car into two very well-streamlined shapes with extremely low

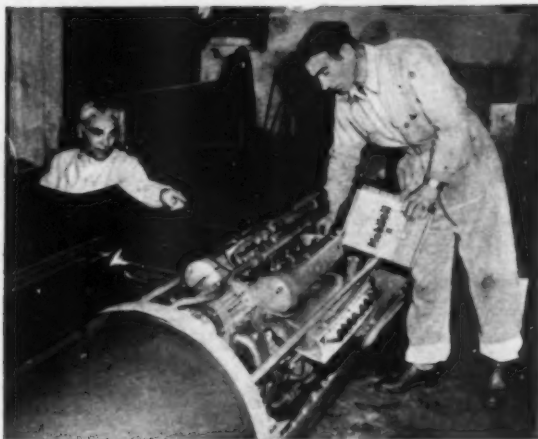


Rear axle and ducted radiator are housed in the rear boom joining the twin nacelles of "Italcorsa." The angle of the tail fins can be adjusted while the car is stationary. Engine and gear box in the left nacelle drive through twin chains to independently sprung rear wheels.



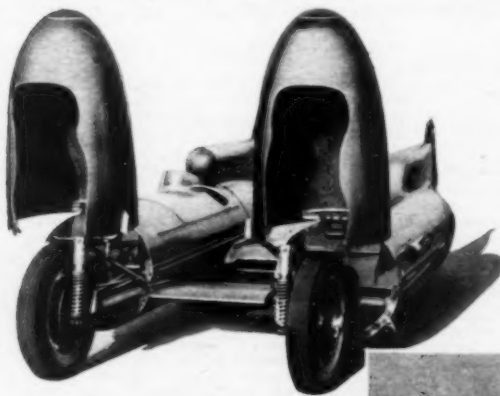


(Above) Seen in the cockpit are the twin steering levers mounted on the fuel tank which lies under the driver's knees. Instruments are a rev counter and oil thermometer. (Right) Taruffi gives instructions to his mechanic.



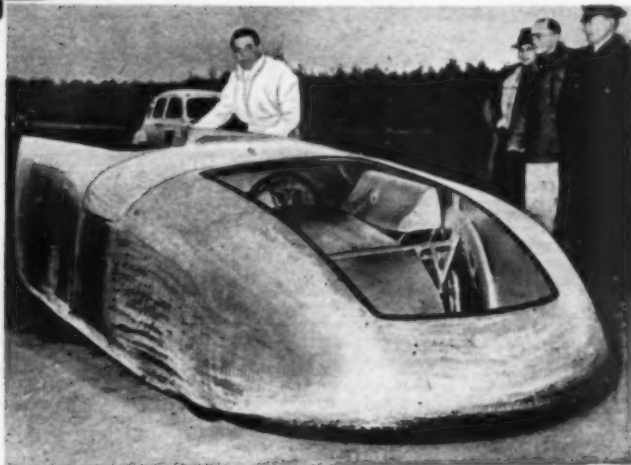
drag, and so gains a double advantage in reduced frontal area and low drag coefficient.

His latest car, called "Italcorse," is powered by a supercharged four-cylinder Maserati engine of 1,720 c.c. blown by two-stage Roots superchargers to give 270 b.h.p. at 6,500 r.p.m. This is the 4CLT racing engine with special long-stroke crankshaft as produced for use in the Argentine racing season during the winter of 1949-1950. The drive is taken through a four-speed gear box to an axle which passes



(Above) Nose cowlings of "Italcorse" are raised to reveal the steering linkage and independent front suspension with hydraulic damping. Twin-fuselage layout allows a slim track for stability, while drastically reducing frontal area. Chassis frame is of tubes covered with light alloy panels. Total weight of car, 1,430 lb.

(Right) First tests have just been made on the Frankfurt-Darmstadt autobahn in Germany with a new streamlined record car designed for Ferdie Lebler by Ing. P. Reitz to attempt records in the 350 c.c. and 500 c.c. categories. Power units will be supercharged twin-cylinder N.S.U. motor cycle engines.



through the rear connecting boom and which drives the independently sprung rear wheels by twin chains.

Like "Tarf," its predecessor, "Italcorse" is steered by two small levers which take up less space than a steering wheel. In addition, there are two tail fins, the angle of which can be adjusted while the car is stationary, to aid stability. The structure is formed mainly from steel tubes, and outer panels are of aluminium.

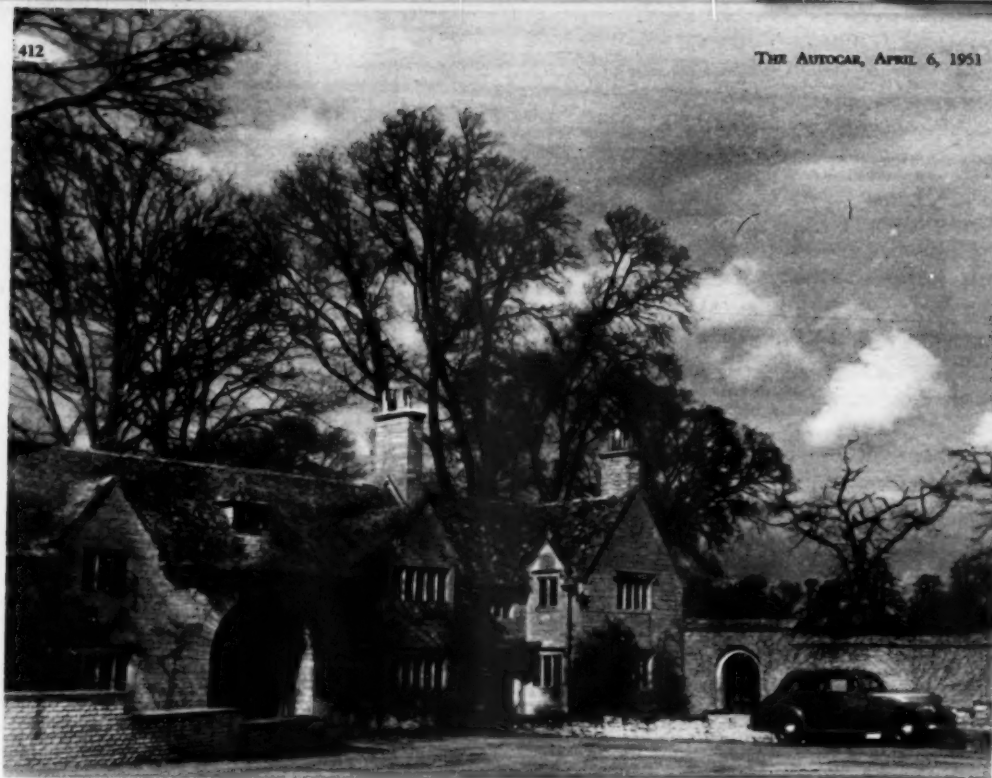
First runs on the Terracina straight, near Rome, beat figures established by Gardner with an unsupercharged 2-litre engine, but with the power available Taruffi should be able to go much faster, and speeds in the region of 220 m.p.h. are spoken of.

The Italians are taking speed records very seriously and it is interesting to note that a streamlined Vespa motor scooter with an unsupercharged two-stroke engine of only 125 c.c. recently achieved 108 m.p.h.

Meanwhile German technicians are again entering the struggle and tests have just been made with a streamlined record car designed for Ferdie Lebler by Ing. P. Reitz to attempt records in the 350 c.c. and 500 c.c. categories. Power units will be supercharged twin-cylinder N.S.U. motor cycle engines, and the 500 c.c. unit is expected to deliver about 100 b.h.p. The power available is thus about twice that used by Taruffi in establishing the existing 500 c.c. figures, but the German car has a greater frontal area. The layout is more conventional, with the driver sitting between the wheels and the engine behind him. The sides of the body terminate in two large fins, designed to improve directional stability, but in between them it descends rather abruptly in a steeply sloping surface.

Meanwhile Gardner watches the situation and makes his own plans.





The fine gatehouse to the Prebendal House and chapel at Thame, Oxfordshire, is modern, though the house was built by the Bishop of Lincoln in the 12th century.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### ROADWORTHINESS

#### And a Note on the Boeing Gas Turbine

[63268.]—Congratulations, Sir, on the article, "Car Testing is a Failure" which appeared in your issue of March 2.

The *Autocar* has quite a large circulation in Western Canada, and I only hope that this article, in conjunction with the bitter attitude of the Vancouver citizenry, will help bring the authorities to their senses.

Some years ago I found my native England was a lovely place, but suffered badly from having too much Government. Not being personally able to do anything about it, I decided it was time to look for some new frontier, and emigrated to Vancouver. My Wolseley car followed me, but the officials at the Vancouver testing station soon told me it would not be permitted on Vancouver streets. Their reason was that the car had right-hand steering in a land where people drove on the right-hand side of the streets, and this made me dependent on my Lucas Trafficators for signalling. These they considered an unintelligible method of signalling, and they ruled then, and still do, that they were illegal.

They insisted that I fit a German Zeiss Contax signal. This was an ungainly instrument which would have completely ruined the trim lines of my Wolseley. As this was at the beginning of the recent war you can imagine my feelings. Fortunately the Vancouver station appears to have authority only over cars

registered in Vancouver and a simple way out is to register your car's "official" home as being at the residence of a friend in some nearby city. As far as the Vancouver police are then concerned you are merely passing through their fair city.

I could not help but feel, however, that my search for a new frontier had not gone far enough, and now I find myself in the happy, friendly land to the south. Here, in Seattle, I am fortunate in being on the design team that had the Boeing gas turbine lorry on the road just ten days after the Rover turbine car was announced. With a very successful year behind us hauling payloads over the Cascade Mountains to the east, the practicability of gas turbines for automotive propulsion is being well proven.

An interesting point is that by engaging reverse gear and running the power turbine backwards, and with the first stage idling ahead, it is possible for the fully loaded lorry to descend steep hills without using the brakes. Opening the throttle slightly is all that is necessary to bring the lorry to a stop.

We look forward with interest to seeing which firm is the first to reach 1.00 specific fuel consumption. We are approaching this figure slowly.

In conclusion I would like to mention that my copies of *The Autocar* are read with interest by people throughout the huge Boeing Organization. It is a type of journal not published in America and is very much appreciated.

Seattle, U.S.A. FRANK J. ABRAHAM.

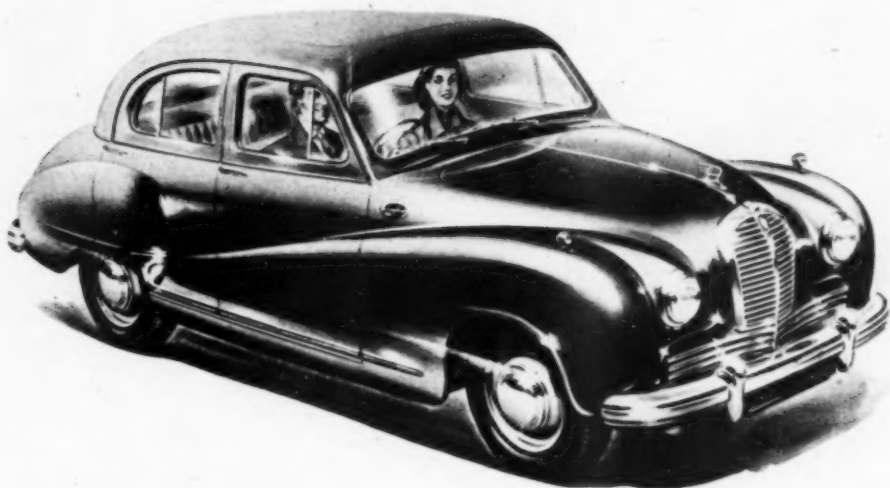
### BENDS

#### Responsibility Rests with Drivers

[63269.]—Your leading article "Round the Bend" (March 9) comments on the research finding that curves on roads increase accidents. I was astonished to find that the only conclusion you draw is that roads must be straightened. Would it not have been well to ask your readers to consider whether they may not drive too fast round bends, bearing in mind that the road beyond the curve may be partially blocked by a slow-moving lorry or even a stationary vehicle? The accident figures suggest that some drivers do so.

A little self-questioning by such drivers might reduce acci-

For those who want to know more about  
**THE NEW A70 HEREFORD**

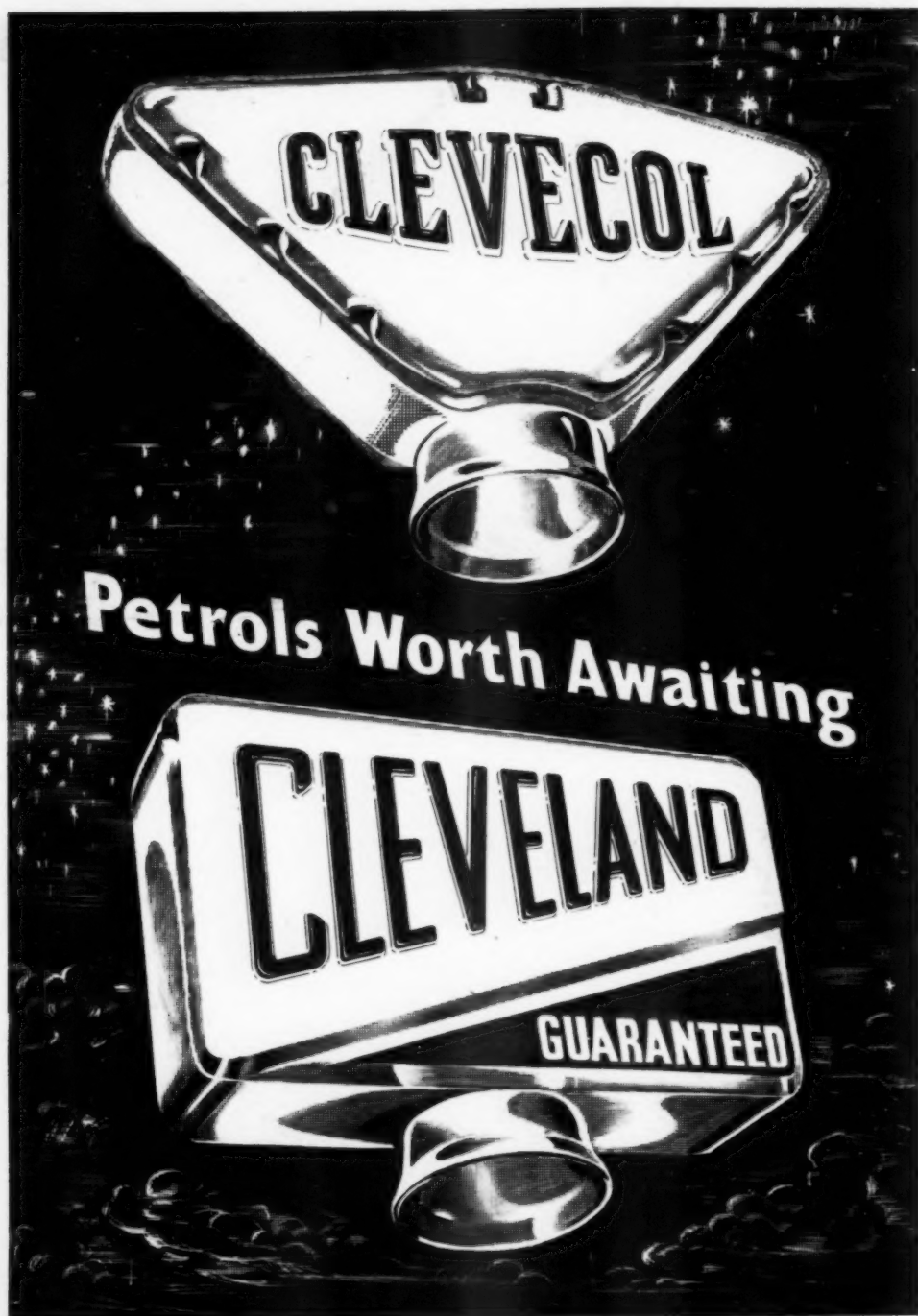


**Austin of England** have produced the new A70 Hereford to provide the motorist with a car which has comfort for five or six people . . . the performance of a 68 b.h.p. high efficiency overhead valve engine . . . the safety of full hydraulic brakes.

The windscreen is curved for maximum road visibility; there is air-conditioning and heating for comfort in all weathers, foam rubber seating upholstered in real leather and a large capacity luggage boot.

This brilliant new Austin has everything to commend it to the modern motorist—including its price.

*Austin of England*



## CORRESPONDENCE

continued

dents immediately. Straightening the roads can only be a long-term policy.

J. S. DINES.

Hermitage, Berkshire.

[No one disputes that perfect driving standards would mean no accidents, whatever the state of the road design. But perfect driving standards are unattainable, and if the deadly effect of imperfection can be nullified by straight roads, then let there be straight roads.—Ed.]

## MAJA MEMORIES

Notes on a Little-known Machine

[63270.]—Letter [63246] has sent a healthy, refreshing breeze through the memory of one who has been a constant reader since 1908. The assumption that Dr. Porsche was responsible for the Austrian Maja car is, I think, indisputable, but how many readers ever heard of it or how few ever saw one in this country?

I am sure the Maja would cause a great sensation today, and forty-two years have not clouded my memory of what it looked like. It was a superb and attractive little machine of clean and solid construction—almost a Mercedes in miniature with the traditional square honeycomb radiator with sloping shoulders, and the squat brown vulcanite filler cap with "pie-crust" edge. Painted that delightful green rarely seen nowadays and beautifully lined in panels of lemon chrome, with artillery wheels to match, it was, I think, perhaps a little smaller than the M.G. Midget with a correspondingly lower bonnet line. Quite a rakish little fellow with scuttle dash, no screen, bucket seats and bolster petrol tank across the rear of the chassis, which boasted long, graceful tapering dumb-irons curled outwards at the ends to hold the spring shackles. The highest point (and that was very low) was the top of the steering wheel rim, one of those lovely hand-made Cuban mahogany circles mounted on four spokes of slender gunmetal polished like gold.

JOHN DIXON.

Roydon, Hertfordshire.

## BRAKE FADE

Suggested Substitution for Accuracy

[63271.]—I was amused to read that R.S.S. [63228] considered brake fade "should not concern a good driver."

Surely, if the word "pottering", or possibly "doddering", had been substituted for "good", his remark would have been more accurate.

W. LEWTHWAITE.

Four Oaks, Warwickshire.

## THAT HEAD

Screwing It Off

[63272.]—After reading the recent hints by readers on how to remove an obstinate cylinder head, I cannot keep quiet any longer.

The following is my unflinching, no fuss, no bother, method. Take two sparking plugs, detachable top type; remove the said top, also the point(s) at bottom of thread. Turn the engine till the end cylinders are on the compression stroke, to make sure that the valves are closed. Insert two (one in each plug hole) distance pieces of suitable length, screw down the plug bodies on to them, and up comes the head.

One can either increase the packing as the head rises, or insert levers when sufficient gap between head and block has been gained.

If the head is a long, six-cylinder effort, it might be necessary to use more than two plug bodies, but watch the valves!

Some readers may not realize the tremendous strength in threads, and feel a bit scared of this method, but it is a much more scientific approach than "bumping it off."

Feltham, Middlesex.

H. V. BRIGGS.

## SIGNALS

Abuses of a Useful Accessory

[63273.]—I sympathize with your correspondent [63242] who "dislikes the driver who uses his Trafficators to indicate I am going to cut out (or in) on you."

The Ministry of Transport, it is stated in the same issue, has issued a leaflet to appraise home drivers of the import of winking indicator lights, as used by our foreign visitors. Considering that it is still not a legal requirement to fit Trafficators in this country this seems somewhat odd. Surely the Ministry would have done better to issue a leaflet to our visitors explaining that we are such clods here at home that they had better be careful how they use their blinking lights.

In my youth I was terrified of horn maniacs, flashers of indicators at an unsafe moment, and hand wagers who gave signals

at the last moment when it was impossible to do anything about it. Nowadays I simply stand on my brakes in case these selfish and thoughtless people do manage to achieve their fell purpose.

I do, however, heartily co-operate with those drivers who give accurate signals by hand (or mechanical means if fitted), with due consideration for other road users.

London, W.4.

J. W. C. TATLER.

## EMERGENCY REPAIRS

Pulling Strings to Make Progress

[63274.]—I was very interested to read of The Scribe's colleague's ingenuity in using a sump to plug a casting core (March 16) and am wondering if anyone has ever driven home "on a piece of string"

On my way to the coast last year the mechanical petrol pump on my car went on strike. Diagnosis proved that the operating arm had broken, and as this was not the kind of thing that is anticipated, the grey matter had to get working. No garages were open that stocked a replacement so I tied a piece of string from the hand primer, led it out through the bonnet, through the left side front window and pumped the petrol through by pulling the string.

I covered approximately 100 miles in this manner, and can assure you that I never realized how hard a petrol pump works. Speed worked out at about 20 m.p.h. on the flat (maximum) and every hill was a first-gear climb and "string-pulling" like mad.

I am pleased to say that I managed to obtain a new operating arm at my destination and have had no trouble since.

Birmingham.

J. B. SMITH.

## DEMAND AND SUPPLY

Wisdom of Importing Foreign Cars

[63275.]—I read with great interest letter [63153]. Living in Cairo, I have become increasingly aware over the past twelve months that German and Italian car manufacturers are getting well into their stride again and offering very keen competition to the British manufacturers. No clear-thinking person can fail to welcome this, either, as the increased prosperity which it must bring to these countries will surely be a deterrent to the spread of communism.

It does seem, too, that, quite apart from the sound considerations put forward by your correspondent, it would surely be good business to absorb some of the effort of our competitors, for of all people who buy these cars, those least likely to become permanently attached to these makes will be the people of a country that also has a thriving industry of its own. By importing these cars, therefore, we should be giving immediate benefit in all directions and doing something to minimize their establishment in the markets of other countries such as this. It may be pointed out, also, that the vehicles in question seem to be very good value for money.

E. R. KING.

Cairo.

## SQUEAKS

Cure Wanted for Vauxhall Velox

[63276.]—I shall be glad to learn if any of your readers can suggest a cure for squeaky spring shackles in a Vauxhall Velox. These have been treated with graphite grease, but the effect lasts only about 80 miles, after which the squeak returns as merrily as ever. Its only advantage is that I do not need any further "audible warning" of my approach.

Is it possible to fit Silentbloc or other shackles that do not need constant greasing?

GEOFFREY E. PEACHEY.

London, S.E.1.

## DAZZLE

One Motorist Who is Never Bothered

[63277.]—On this question of dazzle I seem to be a lone wolf for I am never dazzled by reasonably focused lamps. My trouble is that, when I am travelling at speed, and I usually am, I cannot see the road ahead as far as I would wish if I dip my lamps, and I bless the odd motorist who doesn't dip his lights, thus enabling me, without discourtesy, to keep mine full on.

Perhaps my immunity to dazzle is owed to the hard school of experience in my earlier motoring days when, shortly after the introduction of the dynamo for cars, there seemed to be competition for the most powerful and largest head lamps. Since then the law has stepped in and regulated the use of our lights.

In those days one learned to ignore the other fellow and

## CORRESPONDENCE

continued

to keep one's eyes firmly focused on the edge of the road despite any temptation to look at oncoming lights. This practice became so automatic that I am never dazzled and cannot understand what all the fuss is about and why present motorists are not taught this simple method of avoiding dazzle.

So far as cycling is concerned, the same thing applies here, except that to keep one's eyes glued to the left-side kerb is much easier than when driving a car, so I don't dip for cyclists as it is up to them to learn.

Harrow, Middlesex.

B. H. Vos.

## CYCLISTS

## 23 Per Cent Without Rear Lights

[63278].—In your issue of March 9 The Scribe rightly draws attention to cyclists without rear lights. Since mid-January I have taken a census of cyclists met after dark. My work brings me often from ten miles beyond Canterbury, through the city, and two miles out to my home. The numbers observed to date are 656. Of these, 502 had proper lights front and rear; 154 had no rear light or no lights at all. Am I right that this is 23.476 per cent without rear lights, or approaching one in four? Unlit bikes being wheeled were ignored.

W. J. RICKARDS.

## High Time They Paid a Tax

[63279].—Is it not time that all bicycles were taxed to help the armaments drive? The old argument that it is the poor man's only form of mobility no longer exists. For are we not constantly told by the present Government that all classes are being "levelled-up"?

To say the initial cost is too great an expenditure to make the scheme worth while would appear to be merely an excuse by a Government fearing that it might lose votes. This is a time to put country first.

This form of tax has successfully worked in places outside these shores, so why not here? S. M. R. WOODS, Major, BA.O.R. 3

## It's Up to Motorist—as Usual

[63280].—Once again The Scribe is guilty of muddled thinking in his attacks on cyclists (March 9).

If, when meeting another vehicle, motorists' head lamps are insufficient to illuminate the cyclist, motorists have two alternatives. Either they improve illumination, or they do not proceed where they cannot see. The onus is always on the overtaker and, until the roads are subject to the same restrictions and laws as the railroads, no vehicle operator has the right to assume that nothing is in his way.

The Scribe is right to condemn law-breakers, but he should get his facts right and say that rear lights are a safety precaution. They cannot prevent accidents. PHILIP HUTCHINGS, Melksham, Wiltshire.

[The Scribe comments: Mr. Hutchings is trotting out the usual cyclists' excuse. All I ask cyclists to do is to comply with the law.—Ed.]

## CONDENSERS

## Hard Words for a Useful Component

[63281].—With reference to the article on "The Condenser," by Donald H. Smith, M.I.Mech.E., in your issue of March 16. The author states: "In every spark ignition circuit a condenser is necessarily connected across the contact-breaker." Use of the term "necessarily" is incompatible with the known facts; the ignition condenser will function at least as effectively when placed directly across the primary coil.

The primary surge, which the condenser absorbs, is a normal function of the primary coil, while the arc at the c.b. points is merely incidental to the primary surge. The condenser has no need of any connection with earth but must, when across the points, use that connection and the path via the battery to put itself parallel to the primary coil—the only position in which it can function.

The author further states that: "Excluding damage from an external source, if (the condenser) should never give trouble." No statement could be more fallacious; the condenser in its usual position—across the points—is liable to every possible electrical stress, low and high tension, commensurate with the circuit, and its failure is inevitable.

A faulty switch, or battery terminal subjected to vibration, can, in the circuit as depicted, put the condenser in series with both the low and high tension circuits—this always happens when the points open following "switch off"—and should this

happening coincide with a surge from the secondary coil, the condenser is under considerably greater strain than the maker intended.

The length of the useful life of an ignition condenser connected across the contact-breaker points is mainly dependent on one factor: luck.

PETER FRASER.

Chepstow, Monmouth.

[The author of the article writes: It is agreed that the primary surge is a normal characteristic of the coil and that the arc at the points is a consequence thereof. On the other hand if the contact-breaker were not working there would be no inductive kick, the phenomena being thus intimately concerned with each other; in any event the problem is to produce the primary surge with as little loss of energy as possible.

It is laid down by all the authorities that arcing at the contact points, which is the great energy waster, must be quenched and that this is best done by a condenser across the points. Designers and manufacturers appear to be unanimous in following this out and presumably, to paraphrase the song, "Thirty million equipments can't be wrong." Mr. Fraser's statement that the useful life of an ignition condenser connected across the contact-breaker points is dependent on one factor only (luck) does not line up with the millions of automobile electrical equipments in use throughout the world, nor with my own experience of 25 years' personal freedom from condenser breakdown.

It is quite interesting to observe that Prof. S. Parker-Smith, of the Royal Technical College, Glasgow, in his text-book "Electrical Equipment for Automobiles," states—of both coil and magneto systems—that "without it (the condenser) the ignition device would be impracticable." He further states that connection between contact-breaker and condenser must have minimum resistance, in other words, must be as short as possible. According to him the condenser should withstand 1,000 volts and be of about 0.2mfd capacity. Similarly Messrs. A. P. Young and L. Griffiths (of B.T.H., Ltd.), in their text-book on the same subject, state "without it (the condenser) no ignition device could be made a practical proposition." Further they state that "to secure best results it should be as near as possible to the contacts" (their italics).—Ed.]

## Doubts as to A.C. Testing

[63282].—Surely Donald H. Smith is mistaken in his method of testing a capacitor. A.C. will not charge a capacitor, it will, in fact, flow through it, leaving it quite uncharged, and should the mains be 230 volts a.c. it is very likely that if the component was sound before the test, it would not be afterwards.

To perform a test as suggested by Donald Smith, d.c. must be used.

Manchester.

J. E. BRIERS.

[Donald Smith comments: The average person wishing to make a rough test of one condenser only would be in some difficulty to find a source of d.c. at 100 volts or over; it would not be economic to buy a 120-volt h.t. battery. Mr. Briers can be assured that an ignition condenser can be tested in the way suggested and without damaging it. Incidentally the sketches were made while confirming the method, the a.c. supply being from the same source as that serving Mr. Briers.—Ed.]

6



Recommended by "The Autocar"

"The Autocar" Handbook: A Complete Guide to the Modern Car (20th edition). By the Technical staff of "The Autocar" (By post 5s 3d)

Roads of France. A Guide to tourist routes. By A. G. Douglas Cleave (By post 5s 2d)

A Racing Motorist: His Adventures at the Wheel in Peace and War. By S. C. H. Davis (By post 10s 11d)

The Motor Vehicle (4th Edition). By R. Newton, M.C., B.Sc., A.C.G.I., A.M.I.Mech.E., and W. Steeds, O.B.E., B.Sc., A.C.G.I., M.I.Mech.E. (By post 35s 9d)

Automobile Electrical Equipment (4th Edition). By A. P. Young, O.B.E., M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E., A.M.I.E.E. (By post 25s 8d)

The Motor Trade: A Guide to Selling, Servicing and Management. By H. E. Milburn, M.I.Mech.E. (By post 28s 9d)

A COMPLETE LIST OF BOOKS IS AVAILABLE ON APPLICATION

From all leading booksellers or from Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1



**MORRIS**

**Riley**

**ROLLS ROYCE**

**ROVER**

**Ford**

**AUSTIN**

**WOLSELEY**

**HUMBER**

**ARMSTRONG SIDDELEY**

**VANGUARD**

**VAUXHALL**

**FERRIS**

**LYONS**

**BEDFORD**

**DENNIS**

**Fordson**

**MORRIS COMMERCIAL**

**KARRIER**  
Commercial Motor Vehicles

**GUY**

**MG**

**SINGER**

**HILLMAN**

**ALLARD**

**ASTON MARTIN**

**COMMER**

**JOWETT**

**They all use**  
**Bonded Rubber to Metal Parts**  
**MANUFACTURED BY**  
**Firestone**  
**EXPERTS IN DESIGN**  
**AND PROCESS**

**FIRESTONE**

FIRESTONE TYRE & RUBBER CO. LTD.,

GREAT WEST ROAD, BRENTFORD, MIDDLESEX



## DOMINION SERVICE FOR YOU

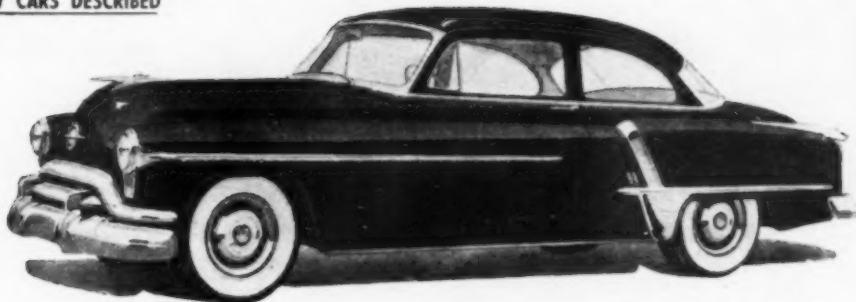
Although you (and Dominion) are still waiting for the return of Branded Spirit—here is something available to you *now*. Dominion offer you an immediate service which can help you in all kinds of ways. This service is backed by the full sales and service organisation of the National Benzole Co., Ltd. Why not get in touch now with one of our Depots?

### **NATIONAL BENZOLE COMPANY LTD**

WELLINGTON HOUSE • BUCKINGHAM GATE • LONDON • S.W.1

AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.

## NEW CARS DESCRIBED



A bold new treatment of the rear wings distinguishes the Super 88 Oldsmobiles just announced. They have the Rocket V-eight engine in a relatively short chassis.

## Cadillac, Oldsmobile, Pontiac and Chevrolet

### IMPROVEMENTS IN THE GENERAL MOTORS RANGE

### FOR 1951 : OLDSMOBILE SUPER 88 ANNOUNCED

engine which has already established a reputation as one of the outstanding performers among current U.S. cars.

The o.h.v., 4,974 c.c., Rocket engine now has cylinder heads with improved combustion chambers permitting shorter flame travel and a more effective quench area over the pistons and is claimed to provide knock-free operation on standard grade fuel at a compression ratio of 7.5 to 1.

Oldsmobile chassis frames have been made more rigid by the use of I-section members for the central cruciform bracing and there are two lengths of wheelbase. Series 88 cars have a 9ft 11in wheelbase and the 98 series have 10ft 2in.

All cars of the General Motors Group built in the United States have independent front suspension by coil springs and wishbones and Oldsmobile now come into line with the others by abandoning their coil spring rear suspension in favour of half-elliptics. Curiously enough, an improvement in stability is claimed, but the decision may have been influenced by the need to combat rising production costs. It is interesting to note that Pontiac's rear leaf springs have been increased in length to 58in, making them the same

length as those now used on the Oldsmobile.

Cadillac standardize Hydramatic on all models for 1951 and this transmission continues to be available as an optional extra on Oldsmobile and Pontiac. An improvement in the reverse gear operation now makes it possible to rock a car equipped with this transmission rapidly backwards and forwards to jerk it out of sand, mud or snow in the way which is possible with cars fitted with torque converters. Reverse gear, which was previously engaged manually, is now brought into operation by a cone clutch controlled by a hydraulic piston when the selector lever on the steering column is moved to the Reverse position.

The V-eight o.h.v. engine of the Cadillac has detail improvements including better oil feed to the gudgeon pins and modified valve guides. With a swept volume of 5,420 c.c. it gives 160 b.h.p. at 3,800 r.p.m. and the maximum torque is 312 lb ft at 1,800 r.p.m.

There are four Cadillac series, the 61 with 10ft 2in wheelbase, the 62 with 10ft 6in, the 60 S with 10ft 10in and the 75 with wheelbase of 12ft 2in. The first three have an axle ratio of 3.61 to 1

**F**OLLOWING the announcement of the 1951 Buick range, which was described in *The Autocar* of January 26, recent Continental shows have included examples of the latest types from other members of the General Motors Group, and besides detail styling changes, there are a number of interesting mechanical improvements to record.

Latest car announced is the new Oldsmobile Super 88. An early example was unveiled at the Chicago Show a few weeks ago, but details were released only last week. It is a re-styled version of the short-chassis car with the Rocket V-eight

Minor style changes on Cadillacs for 1951 include the extension of the grille round the front wings and incorporation of fog lamps in the centre portion. Tail fins on the rear wings are longer and more prominent.





## NEW G.M. CARS — continued —

On the long-wheelbase Oldsmobile 98 the grille is simplified for 1951 and the side panels are decorated with new stainless steel mouldings. An interesting style feature is the ribbed chromium insert on the rear quarter of the roof.

and the 75 has a 3.77 axle. In addition, there is a commercial chassis, the Series 86.

Among the detail fittings on the Cadillac is a red light which shows if the car is being driven away with the hand brake on. The starter button has been eliminated on the latest model and a turn of the ignition key starts the engine.

Pontiac is the last member of the group

to use side-valve engines, offering the Six of 3.92 litres giving 96 b.h.p. at 3,400 r.p.m., and the Eight of 4.4 litres giving 116 b.h.p. at 3,600 r.p.m. There is a choice of swept or notched-back saloon bodies, or convertibles and hard tops, all on a wheelbase of 10ft. A new engine feature is a timing chain "bumper" consisting of a synthetic rubber pad bonded to a steel bracket and held about  $\frac{1}{16}$  in

from the chain. It is claimed to cut down whip when the chain stretches, and so lengthens its effective life. Axle ratios are 3.9 or 4.1 to 1 on cars fitted with Hydramatic and there is a range from 3.9 to 4.3 to 1 for the cars with synchromesh gear boxes.

Chevrolet, still the world's biggest seller, has new brakes claimed to be "the biggest in the low price field." Front drums are 11in x 2in while those on the rear are 11in x 1½in, and the bonded linings have an area of 161 sq in. The brakes have a single operating cylinder and the shoes are fully floating with an adjustable anchorage permitting a self-energizing effect.

The brake is a new design in which the whole shoe assembly is fully floating. There is an anchor pin at the top which acts as a fulcrum for both shoes, and at the bottom the shoes are connected together by an adjustable link. At the top of the assembly, just below the anchor pin, is the operating cylinder, with piston rods which bear on both shoes. When the pedal is depressed the piston drives the leading shoe into contact with the drum and the self-wrapping action so generated transmits additional power through the adjustable link to the trailing shoe, which abuts against the anchor pin at the top. In reverse the action is reversed and the opposite shoe abuts against the anchor pin so that the full self-energizing effect is available whether the car is travelling forwards or backwards.

Chevrolet propeller-shafts are now balanced by clamping on small weights until the assembly is balanced within ½oz-in. The six-cylinder o.h.v. engines are in two sizes, giving 105 b.h.p. or 92 b.h.p. according to the transmission employed.

Chevrolet continues to offer the Powerglide torque converter as an alternative to the synchromesh gear box.

Aluminium pistons are usually among the first casualties of rearmament on United States cars, and Chevrolet is already using cast iron, whilst those on the Pontiac are of a nickel-chrome-iron alloy. The Cadillac and Oldsmobile engines present a difficult problem as the piston skirts are already extensively cut away to allow clearance between balance weights on the crankshaft and there would be little room for the larger balance weights which would be necessary with cast iron pistons. It seems probable, therefore, that civilian output of these engines will be restricted according to the material available, and it is already proving difficult to obtain delivery of Cadillac engines for fitting to other cars such as the Allard.



Body panels are unchanged on the latest Pontiacs, but the grilles and side panel decorations are new. These cars are known as the Silver Anniversary models, marking Pontiac's 25 years of car manufacture.



The 1951 Chevrolet is identified by a simplified air intake at the front and a more prominent decorative moulding along the side of the body. Rear wings have been given the fashionable high line.



*... at Goodwood March 26th. 1951*

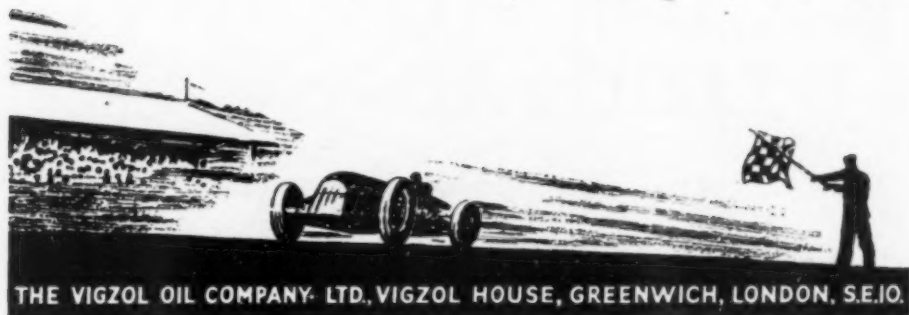
## 2 FIRSTS

LAVANT CUP - STIRLING MOSS in an H.W.M.

CHICHESTER CUP - REG PARNELL in a MASERATI

*Subject to official confirmation.*

*... using VIGZOL*



THE VIGZOL OIL COMPANY LTD. VIGZOL HOUSE, GREENWICH, LONDON, S.E.10.





# MOTOR INSURANCE POLICIES PROVIDE

Adequate Cover • Moderate Premiums  
Excellent Service • Absolute Security  
No-claim Bonus 10% - 15% - 20% - 25%

## CO-OPERATIVE INSURANCE SOCIETY LIMITED

ESTABLISHED 1867

Chief Office: 109, CORPORATION STREET, MANCHESTER, 4

London Office: 42, KINGSWAY, W.C.

Branch and District Offices in all the principal towns.



*The Sign of Security*

ASSETS EXCEED £108,000,000

*Always insist on*



*Genuine*  
**DELCO & AC Service Parts**



**DELCO-REMY-HYATT**

DIVISION OF GENERAL MOTORS LTD.  
GROSVENOR ROAD • LONDON • SW1

# EASTBOURNE RALLY

## POLICE JOIN THREEFOLD BENTLEY EVENT

A NIGHT road section of nearly 300 miles, driving tests on the seaford and a good hill-climb combined to make the Bentley Drivers' Club Eastbourne Rally a really interesting, comprehensive event. Between 8.30 p.m. and midnight on Friday, March 30, each competitor left one of six starting controls. Of the 101 entrants, 45 started from the London control at the Police College in Hendon. There the starters, including six Metropolitan Police cars, were efficiently marshalled by affable "boys in blue" and given their route cards on the go signal by the Police Superintendent in charge.

Bentleys, naturally, were strongest numerically with 46, but it was to take three days to find out whether they could stand up to the challenge of the Aston Martins, Lagondas, Lancias, chain-driven Frazer-Nashes and the 11 assorted Police cars. Perhaps the most interesting car was number one. This noble and well-kept 1914 11.9 h.p. Lagonda, entered by A. Jeddere-Fisher, charged off into the night to meet disaster in front (transverse) spring trouble. However, a couple of hours' work put it right again.

The night section ended in Eastbourne with 53 clean sheets but, after breakfast, the special tests began to sort them out. Each test was timed and, inevitably, gears were fumbled in the forward-reverse-forward; pylons were knocked down in the reverse wiggle-wobble; the weaving line was touched by front wheels which should have followed its course more accurately; "garages" were bumped in the parking test; and "fences" were knocked down in the "touch this one with your front bumper and this with the rear".

By Saturday night D. B. Yorke-Long (Lancia Aprilia) was in the lead with an aggregate of 155.6 marks. The Police were backing their own A. E. E. Teer, Riley, who was best in the acceleration and braking test and going well. In the reverse wiggle-wobble D. P. Harris' T.T. Frazer-Nash was fastest and another strong challenge came from the 4-litre Bentley of D. J. R. Chapman. Tired out, competitors crawled to comfortable Eastbourne beds in preparation for the hill-climb on the ten-miles-distant Fife estate in the morning.

The morning, unfortunately, opened to downpour and the 10 o'clock start became considerably delayed. As luck had

it, however, the wind proved stronger than the rain and by mid-day the sun was out. Loud applause for number one. Up chugged the veteran Lagonda, up the straight, round the right-hand near-hairpin, on through the mild left and right curves to the final sharp left bend where—disaster again. Rapidly the old warrior, puffing indignantly, was turned round—but even in reverse it couldn't quite make it. The second car returned a time of over a minute, the fourth 53.0 sec; and then H. B. Crozier's 3-litre Bentley (with the famous 8-litre's owner encouraging him on) put some life into it at 43.4 sec. About 40 sec seemed too good for the field, although many competitors, including Police cars, got near it. Then J. H. Bailey's 3-litre Bentley did 39 sec. After that everyone got down to it. Chapman's 4-litre did 37.8, reduced by the similar Bentley of H. J. Wilmshurst to 37.6. Teer, the Police hope, lying second in the whole event, made 41.4 sec on his first run, but Wilmshurst retained the honours at lunch-time (except for the caterer's unofficial run in XK 120 at 33.6 sec).

In the afternoon the 1914 Lagonda triumphed over the hill, time, 82.6 sec, and f.t.d. was soon reduced by Chapman to 37.4 and again, almost at once, by the ex-Pacey-Hassan 4-litre Bentley of G. C. H. Kramer, to 36.8 sec. It was

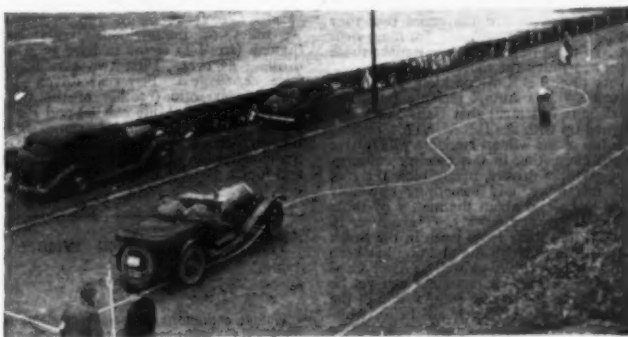


H. B. Crozier, 3-litre Bentley, joins the ranks of special test offenders.

next reduced by 0.4 sec by A. Godsal's 4-litre Bentley and to 34.4 by C. A. Hartridge's 6-litre. The pace was hot now and run after run failed to beat 34.4 sec. The most worthy effort was by G. G. MacDonald's 4-litre. On his first run the clutch had failed but, without delay, he had it stripped down, cleaned and replaced in time to make fifth fastest time of the day at 37.2 sec on his second run. It looked well for Hartridge but he was finally beaten by the 4-litre Lagonda of R. F. Wright, who made f.t.d. at 34.2 sec.

### PROVISIONAL RESULTS

1. Lancia Aprilia (D. B. Yorke-Long), 165.6 marks  
2. T.T. Frazer-Nash (D. P. Harris), 163.8  
3. 2-litre Riley (A. E. E. Teer), 163.4  
4. 4-litre Bentley (H. J. Wilmshurst), 167.8  
5. 4-litre Bentley (A. Godsal), 170.4  
6. Wolseley Six-Eighty (J. Sheehan), 175.0



Keeping front wheels astride the line isn't so easy in a big car, as this competitor found (F. E. Day, 4-litre Bentley.)

## RALLY BY TELEGRAPH

THE Bridgnorth driving tests, which were to be the finishing point of the Bugatti O.C. Rallye Telegraphique, had to be cancelled at the last moment, so the event terminated instead at the Radbrooke Hotel, Shrewsbury. The Saturday road section comprised simply the despatch of telegrams by competitors from any post offices in Great Britain between 10.30 a.m. and 6.30 p.m., by which time they were required to clock in at the Imperial Hotel, Llandudno. The miles covered were then calculated from A.A. and R.A.C. handbooks.

Each competitor had a handicap mileage to cover, after which he scored marks at one per mile. Pat Stark, with his Vauxhall Velox, had taken the event very

seriously, and going from Oxford, via Cambridge, Newark and A5, totalled no fewer than 409 miles, which gave him a commanding lead.

The Sunday section, starting in sunshine from Llandudno at 9 a.m., was a route embracing some of the choicest scenery in Wales, and there were time checks situated round blind corners.

After passing through the Vale of Conwy, competitors left the main road near Bettws-y-Coed, and climbed up the Penmachno Pass on to the Migneint Plateau, the first check being at the head of the pass. Turning left at Dant-y-Afon-Gan Roadhouse, and running down the Tryweryn Valley to Bala, they then had to tackle the Himant Pass, at

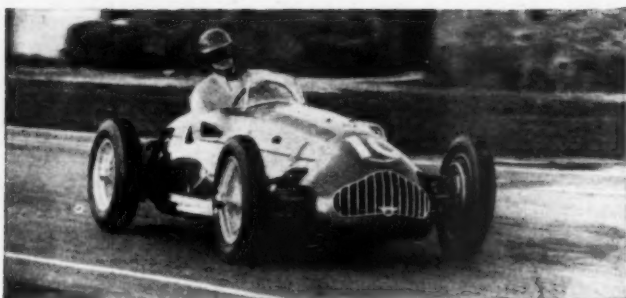
the summit of which was the second check.

In free time now, the cars ran down to the Lake Vyrnwy Hotel for the special test. This consisted of two laps of the 11-mile lakeside road, which had to be done as nearly as possible at the same speed, with speedometer and all timepieces covered, and the navigator replaced by one from another crew.

Nearly everyone lost marks on the final run to Shrewsbury, so Saturday's marks were decisive.

### PROVISIONAL RESULTS

Best performance: Vauxhall Velox (R. P. N. Stark), 317 marks.  
First-class awards: 1. Vanguard (M. W. Hilton), 300; 2. Ford Pilot (B. Minnett Smith), 275; 3. Ford 8 (G. B. Whiteway), 264.  
Second-class awards: 1. M.G. TD (T. G. Wood), 261; 2. Vauxhall Wyvern (T. Beckingham), 259.



The new Formula 2 Alfa, unsupercharged 2-litre, made a brief appearance on Easter Saturday during practice at Goodwood. It is shown here in the hands of F. A. O. Gaze, who had entered it for the meeting; unfortunately, gear box trouble prevented it from taking part.

## THE SPORT

Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I.Mech.E., M.S.A.E

THE two burning questions of the hour in the motor racing world are: will Alfa Romeo win in this year's Grand Prix races? and who will drive the B.R.M.s? The answer to the first question is at present most obscure; certainly, after the original statement that they would enter only for a select few of the most important races, Alfas have reconsidered their decision more than once, and have not yet finalized their plans. I, personally, will hazard the guess that they will compete, but probably not more than two or three times; which will make those races so much the more interesting.

As to the B.R.M. position; a German journal, "Das Auto," recently published a definite statement that Hans Stuck had signed up with the B.R.M. This, coming on top of the wildest rumours which have been circulating in this country concerning possible drivers, nearly blew the roof off this office, and something obviously had to be said about the matter by those in authority, and quickly. The answer is, so far, that there is no truth in the Stuck statement, although the question has been discussed with him as well as other Continental drivers; no statement can yet be made as to the precise composition of the team, but names which are being whispered in knowledgeable circles are those of Bira and Parrell. But whoever is going to drive it must know soon, and in fact should have known long ago, for it is obvious that the B.R.M. is a car requiring a different technique from practically anything that anyone has handled hitherto, and much practice with it will be essential to get the best results.

BY now the promising Isle of Wight Car Rally, which is being sponsored by the *Daily Telegraph*, will be in full swing; the competitors, over 100 in number, left their starting points on Wednesday morning, covering a road section of approximately 600 miles on the mainland and arriving in the Isle of Wight on Thursday morning. Today there is a 4-mile hill-climb up a twisty course, and tomorrow the *concours d'élégance*.

This week-end also holds in store the opening meeting of the season at Brands Hatch on Sunday, run by the Half-Litre Club, the first race being at 1.30 p.m. Brands Hatch, as most people know by

now, is on A20, the London-Maidstone road, near the village of Farningham in Kent. Sunday's meeting should be excellent; 46 entries have been received, including 8 J.B.S., 5 Emerysons, 2 Kiefts and a vast quantity of Coopers. On Sunday, also, the new H.W.M.s make their Continental debut, in the Formula 2 race at Marseilles, against strong opposition.

THE Circuit of Sicily, run over 675 miles of mountainous roads last Sunday (April 1) seems to have been as thrilling as ever. First two cars home were 2,560 c.c. Ferraris, driven by Vittorio Marzotto (brother of the winner of last year's Mille Miglia) and Piero Taruffi respectively; third came Sighinolfi, driving a 1,100 c.c. twin-o.h.c. Stanguellini (an astonishing performance) and fourth Cortese in a Le Mans Replica

Frazer Nash, first British car home. Cortese therefore naturally won the 2-litre class, in which he was opposed by ten Ferraris: very good show indeed, and the only class not won by an Italian car. Seventh in general classification was Biondetti in his Jaguar-engined Ferrari: he was the previous record-holder for the race, having averaged 55.16 m.p.h. when winning two years ago. This year a special prize of a million lire (nearly £600) was offered for the first man to raise the record to 100 k.p.h. (62.14 m.p.h.); nobody thought this was likely, but actually both Marzotto and Taruffi exceeded this speed.

Sydney Allard, driving an Ardun-Mercury-engined J2 Allard, was unfortunately put out by a broken piston; another retirement with engine trouble was that of Giovanni Bracco with one of the new 4.1-litre Ferraris. Two drivers were killed when their 1.9-litre Alfa Romeo hit a house near Priolo (Syracuse); they were Stefano la Motta and Francesco Faraco, both well known in Italian motor racing circles.

RESULT—race distance 675 miles.  
1. Ferrari 2,560 (V. Marzotto), 10h 45m 2s, 62.45 m.p.h.; 2. Ferrari 2,560 (P. Taruffi), 10h 46m 14s; 3. Stanguellini 1,100 (S. Sighinolfi), 11h 54m 44s; 4. Frazer Nash 1,971 (F. Cortese), 11h 57m 40s, 182 starters.

THE B.R.D.C. held their annual general meeting last Friday night, and Curly Dryden was elected a member of the committee in place of Ian Connell, who retired; the remaining members whose terms of office had expired were re-elected. Among the points of interest brought up for discussion were the vexed question of ballot starts at Goodwood; rolling starts for 500 c.c. races, and the hardy annual, the terms and conditions to be offered competitors by organizers. With regard to the Goodwood question; 14 of those present who voted were in favour of the ballot start, against 2 for the grid positioning on practice times—this surprises me. For 500 c.c. races it was generally agreed that the most satisfactory type of start is the semi-rolling variety; in other words, the cars are started well in the rear of the grid, and brought up with

## THE MAN AT THE WHEEL

Cecil Clutton

Vintage enthusiasts, especially members of the V.S.C.C., will need no introduction to the name of "Sam" Clutton, who has been a mainstay of the club for a long time. Other less fanatical mortals will remember him as the intrepid driver of the enormous Itala—"Floretta"—at Shelsley and Prescott, before his car-partner Bob Ewen took over that onerous task.

Now 41 years old, Sam has owned most of the better types of vintage car, including a 3-litre Bentley, an E-type (side-valve) 30-98 Vauxhall, an Anzani-engined Frazer Nash and a Type 49 Bugatti. Nowadays his personal car is a six-cylinder Citroën, which is vintage in many characteristics, while for competition he is the present owner of the famous old 10½-litre twelve-cylinder Delage, originally built in 1923 as a record-breaking car and for some time the holder of the Brooklands lap record. It can be seen, therefore, that few modern things find favour in his eyes; therefore it will come as no surprise to readers to learn that his hobbies are the study of seventeenth- and eighteenth-century musical instruments—an which he has written authoritative works—and eighteenth-



century watches, which exemplify craftsmanship at its best.

During office hours, C. Clutton, F.R.I.C.S., M.T.P.I., becomes an important part of the family firm of chartered surveyors, an old-established business which moved into its present premises 114 years ago and commenced operations in 1770. Until recently, he was the editor of the V.S.C.C. Bulletin, but pressure of work has now forced him to give up that position.

## THE SPORT

engines running, to pause on the grid for the minimum possible time before the actual standing start. It was also carried unanimously that entry fees should be either waived altogether or refunded to starters, as is already done at many events; it is interesting to note that they have been waived altogether for the B.R.D.C. Daily Express meeting at Silverstone on May 5.

Likely entries for the International Trophy race at this meeting are Villotresi and Ascani with Ferraris; de Graffenried, Harry Schell, Farina and Bonetto with Maseratis; Rosier, Etancelin, Giraud-Cabantous and Claes with Talbots; Bira with the Osa; Manzoni and Trintignant with Wade-blown Simca-Gordinis, and various others. Alfa Romeo and B.R.M. are considered unlikely to appear—pity. The Osa is having its transmission redesigned to stand the increased power of the new engine (at Goodwood Bira did not use second gear at all for fear of stripping it) and it is hoped that this will be done in time for May 5.

ITALIAN motor sport suffered a great loss on March 15 by the death of Corrado Filippini. Vice-president of the Commissione Sportiva of the Automobile Club of Milan, director of the company controlling the two Italian motoring journals *Auto Italiana* and *Motor Italia*, he played a great part in controlling and fostering the growth of motor racing in Italy; he was largely responsible for the rapid reconstruction of the autodrome at Monza after the war, and organized the expeditions of Italian drivers to Indianapolis in 1946 and to South America in subsequent years. Tall and commanding, courteous yet firm, he was a familiar figure at all the major motoring events, and it is hard to realize that we shall not see him again.

## COMING SHORTLY

- APRIL 6.—Cornwall Vintage C.C. Natter and Norgin, Chiverton Arms, Blackwater, 8 p.m.  
 7.—Veteran C.C. Oxted Rally, Hoskins Arms Hotel, 12 noon.  
 7.—M.G. Car Club (S.W.). Standard car trial and driving tests, starting from the Mile 3 Road House, 3 miles from Bristol on main Bristol-Bridgewater road, 2.30 p.m.  
 7.—Vintage S.C.C. Blubberhouses Trial, starting from the Crescent Hotel, Ilkley, 11.31 a.m.  
 7-8.—Citroën C.C. Night Reliability Trial, starting from Hatfield, 9.30 p.m.  
 7-8.—Race meeting, Marseilles, France.  
 8.—Half-litre C.C. Race meeting, Brands Hatch, stage 1.30 p.m.  
 8.—M.G. Car Club (N.W.). Cockshott Trial starting near Llangollen, 9 a.m.  
 10.—Aston Martin O.C. Gathering, The Plough, Rushlip, Middlesex.  
 12.—Vintage S.C.C. (Midland). Talk by John Wyer, Red Lion, Birmingham.  
 14.—Aston Martin O.C. Hill-climb, Lewes.  
 14.—Rhyl and D.M.C. Rally, N. Wales.  
 14.—Gainsborough and D.M.C. Main Road Night Trial, starting from the Gainsborough Market Place, 8 p.m.  
 14-15.—Sunbeam-Talbot O.C. Rally, Blackpool.  
 14-15.—West Hants and Dorset C.C. Moonfleet Rally, starting from the Dolphin Hotel, Houldenhurst Road, Bournemouth 2.30 p.m.  
 14-15.—Manchester U.M.C. Night Rally.  
 13-14-15.—Pathfinders and Derby M.C. Rally to Scarborough and Concoors d'Elegance, starting Derby Sutton Coldfield and Sheffield, first competitor leaving Derby at 10.31 p.m.  
 15.—Perrigman race, France.  
 15.—Inter-Europe Cup, Italy.  
 15.—Bentley D.C. Regional Meeting, Drum Inn, Cockington, Devon, 12 p.m.

continued

THE Berwick and District M.C. are organizing a race meeting at Winfield aerodrome, near Berwick, on July 21, with a National permit, which should be a great success as a considerable sum has been spent in improving the track since the inaugural meeting there last October. Present plans indicate that there will be five events; two 15-lap sports car races, under and over 1½ litres, a 50-lap Formula 1 race, a 25-lap Formula 2 race and a 25-lap Formula 3 race. Prize money will amount to £800, of which £500 will go to the Formula 1 race. The lap distance is about 2 miles, and the circuit is quite an interesting shape.

It is a regrettable fact that at some British race meetings the catering situation is becoming almost as bad as at certain other sporting functions. There are some good ones, of course; Silverstone paddock always seems reasonably well catered for, but the situation at Goodwood on Easter Monday was notably bad. Not only did all the refreshment tents run out of tea with monotonous regularity, for long periods at a time, but the tea was of worse than usual quality, and both it and the sandwiches and other provender were far more expensive than is really justifiable, even in these austerity days. Ten shillings for a half-dozen ham sandwiches, in which the ham was very sketchy and the bread very stale, and three cups of tea, was a common experience; it just will not do.

MY recent reference to the accessory and component representatives in the competition world can now be followed up with another; congratulations to Alan Collinson of Ferodo fame on his recent marriage to Miss Thelma Dewsbury. J. A. C.

## CLUB NEWS

M.G. Car Club (North Western).—The Cockshott Trial will be run this year in the Llangollen-Oswestry area, with an assembly of marshals at the Royal Hotel, Llangollen, at 9 a.m. on Sunday, April 8. Starting point of the event will be just outside Llangollen: 2½ miles along the Ruthin road (A542), turn left at S.P. Llantysilio, and the start is about a half-mile along this road.

Scottish S.C.C.—Provisional results for the Highland Three Days Rally, which was run on March 24-26, are as follows:  
 Hendry Trophy (best performance): H.R.O. 1.496 (C. W. J. Jeffrey).

Open Cars: Up to 1,500 c.c.: C. W. J. Jeffrey. Over 1,500 c.c.: J. A. C. (P. J. R. Kirkpatrick).

Closed Cars: Up to 1,500 c.c.: J. A. C. (P. J. R. Kirkpatrick). Over 1,500 c.c.: R. L. 2.443 (R. D. Fraser).

Team Prize: H.R.O. 1.496 (W. Shepherd), H.R.O. 1.496 (J. D. L. McVey), C. W. J. Jeffrey.

Ladies' Prize: Not awarded.  
 55 entries, 5 non-starters, 7 non-finishers.

Kentish Border C.C.—Results of the Club Trial, run on March 18, are as follows: J. B. Taylor Cup: Cotton (A. E. Rumfitt). Opposite class award: Dellow 2 (E. W. Vero). First-class awards: E.R.P. (E. W. H. Brooks); Dellow 5 (A. E. Day). Second-class awards: D.H.G. Austin (A. G. Curwen); Dellow 5 (F. L. Stark). Team award: E. W. Vero, A. E. Day, R. F. Chappell.

Northampton and D.C.C.—This is a new club; it was formed just recently by enthusiasts in the Northampton district. New members are welcome, and the first club event is likely to be a gymkhana on April 8, at Loughborough aerodrome, near Market Harborough. Honorary secretary is B. J. Thorne, 69, Park Avenue North, Northampton.

Blackburn Welfare M.C.—Results of the 500 c.c. car race held at Brough Aerodrome on Easter Saturday are as follows: Heat 1 (7 laps): 1, J.B.S. (A. W. Richards), 54.05 m.p.h.; 2, Cooper (D. P. B. Prosser); 3, Cooper (R. W. Merrick). Fastest lap: Prosser, 56.05 m.p.h. Heat 2 (7 laps): 1, Cooper (J. G. Reece), 55.75 m.p.h.; 2, Cooper (A. Rodgers); 3, Cooper (A. M. Beardshaw). Fastest lap: Reece, 57.9 m.p.h.



## BRITISH & COLONIAL


### MOTORS LTD

13-14 UPPER ST. MARTINS LANE, LONDON, W.C.2

Model	Description	Price
1950 CITROEN	"15" Saloon, 2,000 cc.	£1,545
1950 DAISLER	"21" 2-litre Saloon, 6,000 cc.	£2,085
1950 HILLMAN	"Mini" Mk IV 4-door coupé, 6,000 cc.	£1,195
1950 HILLMAN	"Mini" Mk IV Saloon, 6,000 cc.	£1,095
1950 HUMBER	Super Saloon, 1,600 cc.	£1,695
1950 HUMBER	Super Saloon, 1,600 cc.	£1,975
1950 JAGUAR	Mk V 3½-litre Saloon, 3,500 cc.	£2,045
1950 JAGUAR	Mk V 2½-litre Saloon, 2,500 cc.	£2,105
1950 MORRIS	"Oxford" Saloon, 2,500 cc.	£1,145
1950 M.G. T.D.	2-litre, 4,000 cc.	£1,620
1950 VAUXHALL	"Velox" Saloon, 550 cc.	£1,175
1949 CHEVROLET	4-door Saloon, R.H.D., 2,000 cc.	£2,350
1949 CHEVROLET	4-door Saloon, L.H.D., 2,000 cc.	£2,005
1949 MORRIS	"Oxford" Saloon, 1,800 cc.	£1,125
1949 CHEVROLET	"Flintmaster" Sal., 1.8 ltr., 27,000 miles.	£1,465
1947 CHEVROLET	"Stylmaster" 4-door Saloon, R.H.D., 38,000 miles.	£1,585
1947 VAUXHALL	"14" Saloon, 4,000 miles.	£945

Port Exchanges & Delivery Terms Arranged.

SOLE DISTRIBUTORS FOR



LONDON & HOME COUNTIES

## Budgeting for the Spring . .

Motorcars to-day being what they are—and prices being what they are—have you thought of purchasing a Davies-backed Lagonda?



What we can offer are:

1. A reliable car — Drophead, Tourer or Saloon — in first-class trim.
2. Specialised service after purchase.
3. Personal attention by Lagonda-trained personnel.
4. An up-to-date and expanding workshop capable of every form of repair.
5. Collection and delivery of your car, before and after overhaul.

All Lagonda owners (and potential owners!) are welcome to inspect our organisation; we are open on Saturday morning, your own job can be seen actually in progress; estimates will always freely be given.

## DAVIES MOTORS LTD.

Managing Director: J. E. DAVIES  
 (20 years Service Manager to Lagonda Ltd.)  
 273 LONDON ROAD, STAINES  
 Tel. No.: 3457; or private: Watton 1562



**ACLAND & TABOR LTD.**

**LA GONDA**

Enquiries invited regarding early delivery of new Healey Tickford Saloon and 750 c.c. Dyna Panhard 4-door Cabriolet.

1938 JENSEN Tourer, cream, red leather, very low mileage.....	5550
1937 BENTLEY 4½ 2-door fixed head coupe by Thrupp, Bentley over-haul.....	51,850
1940 (First Reg.) DAIMLER Type ES 24 Saloon, black, brown leather, radio.....	51,490
1946 RILEY 11-litre Saloon, black, red leather, one owner.....	5875
1935 20-25 ROLLS-ROYCE, Sports Saloon with rear foot, a beautiful car.....	51,125
1945 ARMSTRONG Hurricane, speedo, 22,000 miles.....	51,050
1945 AUSTIN Sheerline, grey, as new.....	51,895

★

**WELWYN BY-PASS**

**HEATS**

PHONE: WELWYN 481-2.

## SALES *Bristol* SERVICE

by  
**ANTHONY CROOK**

- ★ New Bristol 401 car always on view and for demonstration.
- ★ Large stock of used models, reconditioned by specially trained staff and carrying our written guarantee.
- ★ Full facilities and ultra modern equipment for repairs, overhauls, coachwork and tuning.
- ★ All spares in stock.
- ★ Our sales and service organisation is based on fanatical enthusiasm for these cars backed by experience as specialists since their inception and thousands of miles on road and track with Bristol and Bristol engine cars.

## ANTHONY CROOK LTD.

Leading Distributors of Bristol Cars

**CATERHAM HILL, SURREY**

Caterham 2232/3

18 miles from London.

28 minutes from Charing Cross.

## CLUB NEWS

Final (15 laps): 1, J.B.S. (D. Parker); 2, Cooper (J. G. Reece); 3, Cooper (A. Rodgers). Fastest lap: Parker, 58.5 m.p.h.

### M.C.C.

The provisional results of the Land's End Trial are as follows; the results published as provisional in the issue of March 30 were in fact awards claimed by the competitors, and were printed under this heading in error.

#### PROVISIONAL RESULTS

**First-class awards:** M.G. TC 1.250 (L. J. Rodda); M.O. 519 s (P. W. Scott); M.G. 1.250 (T. G. Cunnane); L.R.G. 1.172 (R. Wilson); Ford spt 1.172 s (A. L. Chard); M.O. 1.294 (T. S. Higgs); Standard Vanguard 2.065 (P. G. Cooper); Morgan 2.069 (P. H. O. Morgan); Morgan Plus 4 2.069 (W. A. G. Goodall); Morgan 1.267 (C. J. McCann); Dellow 1.172 (C. P. Nichols); H.R.G. 1.496 (P. Scott); Dellow 1.172 s (G. E. Spears); Allard 3.917 (H. C. Roberts); Singer 1.293 (R. A. Healy); H.R.G. 1.496 (P. Abetti); M.O. 1.208 (C. M. Davall); Scatlet Runner 1.172 (J. T. Tucker-Peske); Dellow 1.172 (T. H. Church); H.R.G. 1.496 (M. R. Nancy Mitchell); M.O. 1.250 (H. C. Bradford); Dellow 1.172 (A. G. Wiles); Dellow 1.172 s (H. H. Deesi); Dellow 1.172 s (D. H. Sleep); Riley 1.096 (H. Cocking); Dellow 1.172 s (G. R. Price); Les Francis 1.496 (E. J. Chandler); Healey 2.443 (B. Gamble).

**Second-class awards:** H.R.G. 1.500 (J. M. Lewis); H.R.G. 1.496 (E. D. Schoey); M.G. TC 1.250 (J. H. Radbourne); M.G. 1.250 (E. G. Willmott); Knill

1.172 (A. B. Napper); L.R.G. 1.172 (L. R. Gear); H.R.G. 1.074 (E. H. Dennis); M.G. 547 s (K. Monks); Ford 1.172 (J. W. Footwood); M.O. TC 1.250 (T. A. Marshall); Ford Prefect 1.172 (A. R. Priestley); Allard 3.917 s (W. F. Read); Baylis Thomas 1.294 (W. J. Hayward); Allard 3.922 (B. O. Clarke); H.R.G. 1.496 (H. Gilling); Austin 747 (A. J. Hughes); Ulster Austin 750 (P. T. Gibbons); Allard 3.650 (K. N. Rudd); M.G. 1.250 (O. P. Griffith); Standard 1.008 (J. G. Marks); Ford Mercury Spt 3.622 (D. A. Armstrong); Dellow 1.172 (J. D. M. Appleton).

**Third-class awards:** M.G. Spt 1.172 s (I. D. L. Lewis); Austin 750 (A. L. Summons-Rodger); M.O. TD 1.250 (R. D. Harris); R.J.H. 1.172 (R. J. Harris); Austin 1.555 (L. G. T. Drew); M.O. 1.000 (M. W. Hadcock); Fraser Nash 1.496 (D. J. Parsons); M.G. 1.291 (K. G. Kitchin); M.G. 1.250 (A. L. Verranton); Hillman Minx 1.465 (H. R. Jessy); Ford 1.172 (Mrs. S. J. Fleetwood); Austin 1.500 (M. V. Poy); Les Francis 1.767 (E. Williams); Standard 2.065 (B. A. Hull); Les Francis 1.770 (A. Marshall); Morgan 1.066 (E. P. Hughes); M.G. 1.250 (G. Griffiths); M.O. 1.250 (J. R. Sidwell); Riley 1.096 (J. L. Threlfall); Austin 2.660 (M. E. Roberts); Jowett Javelin 1.486 (E. Poulsen); Les Francis 1.625 (H. W. Burnham); Riley 1.097 (W. Williams); Riley 1.096 (W. Cottle); Sunbeam-Talbot 1.944 (P. A. Barden); H.R.G. 1.074 (Miss J. M. B.); Allard 3.622 (W. W. Paul); Les Francis 1.767 (S. W. Fades); M.O. 1.252 (H. W. F. Hamblin); M.G. TC 1.250 (B. E. Radbourne).

**Team awards:** "One make" car team: Morgans (P. H. O. Morgan, W. A. G. Goodall). 174 entries; 14 non-starters; 51 non-finishers.

## IN BRIEF

Lifting of the bonnet of the new Allard M.2 drop-head coupé, which was one of the new models on show at Geneva this year, is by Wilmot-Breeden hydraulic rams. It will be recalled that the whole front section of the car is raised, being hinged at the front.

A dividend of 15 per cent, less tax, has been recommended by the directors of Jaguar Cars, Ltd. on the ordinary share capital for the year ended July 31, 1950. Profit for the year, after provision for taxation, contingencies and maintenance, was £159,198 (compared with £63,469 previously).

Standard and Triumph service weeks will be held by the following firms during the weeks commencing on the dates given: April 2, Douglas Garage, Ltd., 46-50, Sheep Street, Northampton; April 9, St. Helier Garages, 87, Bath Street, St. Helier, Jersey, C.I.; April 16, St. Peter Port Garage, Rue des Pré, Guernsey, C.I.; Light Car Co., Derwent Street, Derby; Martin Walter, Ltd., 145 and 147, Sandgate Road, Folkestone; May 21, J. R. Inwards, Ltd., High Street, Rustlip; June 4, White's Garage, Ltd., South St. Mary's Gate, Grimsby.

Hughes Motor Fittings, Ltd., have moved from 59-60, Parade, to Knight's Road Works, Tysley, Birmingham, 11.

The Firestone Tyre and Rubber Co., Ltd., has contributed £1,000 to the Motor Industry Research Association towards the cost of the proving ground and test track.

Prices of the car shampoo outfit made by Lister Equipment, Ltd., and described in *The Autocar*, March 23, are:—Flexy washing brush, £2 3s 6d; detergent dispenser with sample of tablets, £1 11s 6d.

Rootes Group service weeks will be held by the following service stations during the weeks commencing on the dates given: April 2, Robert Chidley, Ltd., 658, High Road, Tottenham, London, N.17; April 16, Romford Commercial Cars, 20-28, London Road, Romford, Essex; April 30, Langney Motors, Ltd., Devonshire House, Langney Road, Eastbourne; May 7, Phoenix Motor Co. (Surrey), Ltd., High Street, Sutton, Surrey; May 19, Ray Powell, Ltd., 392-4, Eastern Avenue, Ilford, Essex; June 4, Tower Service Garage (Epping), Ltd., High Road, Epping, Essex.

## INFORMATION SOUGHT

Correspondence, addressed *c/o The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 15803.—1935 14 h.p. Renault**  
"T. A. R."—Performance details and a handbook.

**No. 15804.—1932 s.v. Morris Minor**  
"R. M. T."—General information and a handbook.

**No. 15805.—1936 12 h.p. S.S.11**  
"J. W. B."—Maintenance data and a handbook.

**No. 15806.—1927 12-50 h.p. Alvis**  
"C. A. B."—All possible information and a handbook.

**No. 15807.—1934 Dodge**  
"W. S."—Any information and a handbook for the Surrey model; also wiring diagram.

**No. 15808.—Handbooks Required**  
"C. F. D."—1914-35 Sunbeam Dawn service manual and spares list on loan or sale.

"A. A."—1935 B.S.A. Scout; also lubrication chart.

"J. A."—1913-34 s.v. Morris Minor.

"R. N. W."—1932 Morris Minor.

"J. K."—1937 Talbot Ten.  
"R. H."—1936 Talbot Ten.  
"I. McL."—1936 Rover Ten.  
"D. P."—1934 12-type M.G. Midget.  
"N. T. B."—1934 Austin Ten.  
"C. F. I."—1938 Hillman Minx.  
"P. B. T."—1932 Morris Minor.  
"A. W. S."—1936-37 8 h.p. Ford.  
"T."—1933 Morris Minor.  
"M. S."—1939 Ralston.  
"J. C."—1933 Wolseley Hornet.  
"H. J. D."—1937 Austin Seven Ruby.  
"P. V."—1936 Wolseley Fourteen Series II.  
"R. B. W."—1937 Riley Nine Merlin.  
"R. J. C."—1934 16.9 h.p. Vauxhall Cadet.  
"J. C. G."—1939 Series III Morris Twelve.

Four.  
"J. A."—1929-30 12-40 h.p. Les-Francis.  
"E. E. W."—1938 TA-type M.G. Midget.  
"S. S."—1933 Riley Nine.  
"W. A. G."—1935 Lagonda Rapier.  
"G. O. T."—1938 11-litre M.G.  
"R. A. B."—1932 14 h.p. Armstrong Siddeley.

"W. G. A."—1934 Morris Cowley Four.  
"W. A. W."—1934 Hillman Minx.  
"S. B."—1938 VA-type 11-litre M.G.  
"D. S."—1936 Austin Ten.  
"A. J. K."—1937 Morris Eight.  
"F. R. L. M."—Riley Nine Merlin.

Continued





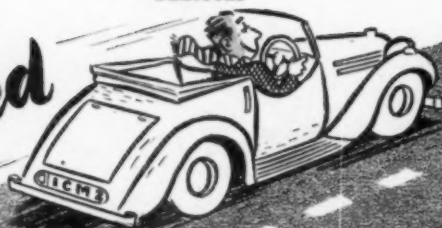
*makes molehills  
out of mountains!*

# POWER PETROL

*The name to remember when brands return*



# Follow the Dotted Line -



for

## HIRE PURCHASE WITH

- **NO** references
- NO** guarantors
- NO** Bunkum
- **Part exchanges** on  
your motor cycle  
car or van, etc.

**GREAT  
BRITAIN'S  
EASY-  
TO-GET-AT  
SHOWROOMS**

from

**CARS**



Close Cou... Colour...  
 ilarless Saloon... Excellent run... 200  
 Sun Saloon, taxed year. ■ ■ ■ ■ ■ ■ ■ ■ ■ ■  
**CHOICE OF OVER**  
**MOSTLY UNDER £400**

# RAYMOND WAY

 MOTORS  LTD. 

**THE CAR AND MOTOR  
CYCLE HIRE PURCHASE  
SPECIALISTS**

# KILBURN

**OPEN 9 a.m.—7 p.m.  
SIX DAYS A WEEK  
MAIDA VALE 6044**

**KILBURN PARK STATION, Bakerloo Line, 150 yards**



The Sign of Aries in the 1st House of the Zodiac, covers from 22nd March to 20th April. Those born under Aries are full of energy, fighting spirit and enthusiasm. They show the same zeal for each new "cause." In financial affairs they have a keen appreciation of values. Hence many number among the satisfied customers of Tankard and Smith Ltd.

The Sign of Quality and Satisfaction to be found in the house of Tankard & Smith Ltd.—where you can buy with confidence and safety throughout the twelve signs of the Zodiac—which means "all the year round."



BELOW ARE GIVEN SOME EXAMPLES FROM OUR STOCK OF 200 QUALITY USED CARS, ALL OF WHICH CARRY OUR 3 MONTHS' GUARANTEE. COMPLETE LIST, WITH PRICES, WILL BE SENT POST FREE ON REQUEST.

1946 **AUSTIN** 10 Saloon. Black brown, 2 owners since new. 29,000 miles and beautifully kept **£675**

1946 **FORD PREFECT** Saloon. Black brown leather, recond, engine recently, two owners only. Speedometer reading 35,000 miles **£540**

1946 (Aug.) **JAGUAR** 1½-litre Saloon. Grey red leather, rebored, 28,000 miles. Excellent condition **£890**

1946 **M.G. T.C.** 2-seater, Black/ivory, 1 owner only, fitted radio, 25,000 miles **£615**

1946 **STANDARD** 8 Tourer. Black brown, moderate mileage. In very nice condition **£495**

1947 **HILLMAN MINX** d/h Coupe, Beige/blue leather, speedometer reading 22,000 miles. In excellent condition **£685**

1947 (June) **HUMBER HAWK** Saloon. Black grey, 2 owners only, speedometer reading 26,000 miles **£865**

1947 **MORRIS** 8 Saloon. Black brown. In very good condition. 1 owner only **£545**

1947 (Apr.) **MORRIS** 10 Saloon. Black brown, 1 owner since new. Moderate mileage. Very sound condition **£690**

1947 **RILEY** 2½-litre Saloon. Black fawn hide, one owner since new. Very carefully maintained by distributors since new **£1,075**

1947 **STANDARD** 12 Saloon. Fitted radio. Black/brown leather, speedometer reading 22,000 miles. In excellent condition **£765**

1947 **TRIUMPH** 1800 Roadster. Black beige, moderate mileage and in very good condition **£795**

1947 **AUSTIN** 8 Saloon. Black brown leather, one owner since new. In very good condition **£615**

1948 (June) **ARMSTRONG HURRICANE** Coupe. Black/brown, 1 owner only. Speedometer reading 30,000 miles **£975**

1948 **FORD PREFECT** Saloon. Black/brown, speedometer reading 18,000 miles. In very good condition **£720**

1948 (June) **FORD PREFECT** Saloon. Black/beige cloth, speedometer reading 11,000. Excellent condition **£675**

1948 **MORRIS** 10 Saloon. Black brown. Moderate mileage. In excellent condition **£715**

1948 (June) **STANDARD** 14 Saloon. Black/red leather, 1 owner since new. Speedometer reading 18,000 miles **£825**

1948 **VAUXHALL** 12 Saloon. Black brown, 1 owner only. Speedometer reading 16,000. Very good condition **£775**

1948 **WOLSELEY** 8 Saloon. Green brown leather, one owner only. Speedometer reading 23,000 miles and in very good condition throughout **£685**

Deferred Terms  
3 Months' Guarantee



Part Exchanges  
and Purchases

# TANKARD & SMITH LTD.

226-232 HIGH ROAD, S. TOTTENHAM - Stamford Hill 3291/2/3

194-198 KINGS ROAD, CHELSEA.

97 PECKHAM ROAD, PECKHAM

Flaxman 4801/2/3

Rodney 2051

Branches at: SOUTH TOTTENHAM, CHELSEA. FLOOD STREET, PECKHAM ROAD, GOLDHAWK ROAD, SHEPHERDS BUSH, WALHAM GREEN

# Scottish Sales & Service

## ST. GEORGES MOTORS (Glasgow) LIMITED AUTOMOBILE DISTRIBUTORS

128-130 NEW CITY ROAD, GLASGOW, C.A.

Offer you the following cars in showroom condition, with three months guarantee:-

- 1949 **AUSTIN** Shoreline sal. de luxe, 7,000 miles, radio and heater, colour black.  
 1950 Type Mark V **JAGUAR** sal. de luxe, colour black.  
 1949 **HILLMAN MINX** Mark III sal. de luxe, radio fitted, taxed December.  
 1949 **AUSTIN** A.40 sal. colour grey, radio, taxed.  
 1948 **AUSTIN** 16 sal. de luxe, black, taxed Dec.  
 1948 **ROVER** 12 sports tourer, colour green, taxed December.  
 1947 **VAUXHALL** 14 sal. de luxe, colour black, disc wheels fitted.  
 1947 **ARMSTRONG SIDDELEY** Typhoon sports saloon, fitted radio, taxed December.  
 1946 **M.G.** sports roadster, colour green, taxed.  
 1946 **FORD** Anglia sal. taxed.  
 1946 **ALVIS** Speed 25 sports saloon, one owner, taxed December.

## CASH BUYERS ANY MAKE OF CAR

Terms: Exchanges: Insurance:  
 Open 9 a.m. till 6 p.m. Phone DOUGLAS 2744/5.  
 128-130 New City Road. Glasgow, C.A.

## Service for SPARES

## NEW SPARES

- 50 Types Crown Wheels & Pinions  
 300 " King Pins and Bushes  
 400 " Road Springs  
 2 1/2 " Speedo Cables  
 100 " Track Rod Ends  
 50 " Bronze Steering Nuts  
 100 " Silencers  
 1,000 " Axle Shafts

Also Second Hand Spares for Most Makes

## ARNOT'S AUTO-SPARES LIMITED GUTHRIE STREET, DUNDEE

## AUSTIN



Spare parts  
 Replacement units  
 TRADE SUPPLIED

## HAMILTON (PAISLEY) LTD

MARSHALL'S LANE & BRIDGE ST., PAISLEY  
 Paisley 2231 (4 lines)

## DOUGLAS 6430 CRAIK AND BEATTIE 43 - 47 Woodlands Road, GLASGOW, C.3.

Automobil: Engineer, Coach Painters,  
 Cellulose and Synthetic Spray Painters

## USED CAR SALES

## Car DUCO Services

492 Argyle Street, Anderson Cross  
 Glasgow, C.3. City 6807  
 CELLULOSE SPRAYING WELDING  
 PANEL BEATING

## SCOTLAND'S PREMIER MOTOR AUCTION

offers for sale weekly

100/120 CARS.

VANS and LORRIES

GUARANTEED MECHANICALLY

GLASGOW:

WEDNESDAYS AT 1 P.M.

ABERDEEN:

TUESDAYS AT 2 P.M.

Monthly Bulletin (with record of all sales) and entry forms post free.

## ALEX. BEITH

GLASGOW 424, GALLOWGATE, S.E.  
 Telephone: BRIDGETON 1164.

ABERDEEN: Soleyard; School Road.  
 Office: 25, Crown Street.  
 Telephone: 22579.

## Streamline Cars SCOTLAND



## MOTOR AUCTIONS

EVERY TUESDAY at 11:30 a.m.

11a HAYMARKET, EDINBURGH

TELEPHONE: EDINBURGH BY-PASS 3672

EVERY SATURDAY at 11:30 a.m.

COAST ROAD DEPOT

NEWCASTLE - ON - TYNE

TELEPHONE 56535

ALSO PRIVATE SALES

THROUGHOUT THE WEEK

OVER 200 CARS

Full list on application

PRE-WAR CARS BY ALL  
 LEADING MANUFACTURERS

★ ALL CARS IN FIRST CLASS  
 CONDITION ★ FULL GUARANTEE  
 & WARRANTY ★ CONVENIENT  
 CREDIT TERMS

REFRESHMENTS SERVED AT  
 ALL SALES

WATCH FOR DETAILS IN LOCAL PRESS

SOUTH 1439

● QUALITY &amp; SERVICE GUARANTEED

## WOODIWISS & CO.

34-46 WEIR STREET, GLASGOW, C.5.

PAINTING, BODYBUILDING, PANEL BEATING  
 WELDING & ALL TYPES OF REPAIRS

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★  
 Good Selection of  
 HIGH QUALITY  
 USED  
**CARS**  
 ALWAYS IN STOCK

Agents for

M.G. WOLSELEY and AUSTIN

## JOSEPH POTTS of Bellshill

JOSEPH POTTS LIMITED  
 527 NORTH RD. BELLSHILL  
 LANARKSHIRE SCOTLAND

Bellshill  
 2286 7

## Under one roof... ★ STANDARD & TRIUMPH

SALES and SERVICE

GLASGOW &amp; WEST OF SCOTLAND

Macharg, Rennie  
 & Lindsay Ltd.

2-28, BERKELEY STREET,

GLASGOW, C.3

Phone DOUGLAS 6446-7-5. Grams 'GLASSIS' Glasgow

PAISLEY 2670

## ROBERT LAWRIE

COACH AND MOTOR BODYBUILDING

38-44 New Sneddon Street,

PAISLEY.

Wing and Panel Beating,

Repairs and Painting

Cellulose Spraying

Springs Repaired

and Supplied

COMPREHENSIVE TRAINING FOR  
 CARS, HEAVIES & BUSES  
 TESTS ARRANGED

## GENERAL SCHOOL of MOTORING

INSTRUCTORS TO H.M. GOVERNMENT

146 WELLINGTON STREET,

DOUG. 5529 GLASGOW 9 A.M.-9 P.M.

7 DAYS PER WEEK

DOUGLAS 5948

NO FITTING OF BEARINGS REQUIRED

AFTER

## N.W. WELDING & REBORING CO. LTD

REBORING, SLEEVEING, REMETALING.

CRANKSHAFT GRINDING OR

OTHER REPAIRS

40 CROMWELL ST. GLASGOW, N.W.

# Scottish Car Bargains

## Callander's

OF CHARING CROSS, GLASGOW

- 1950 **AUSTIN** A.90 Convertible, electric top, immaculate.  
 1950 **MORGAN** D.H. Coupe, black, mileage 7,000, as new.  
 1950 **MORRIS** 8 Tourer, black, 10,000 miles.  
 1950 **STANDARD** Vanguard Estate Car, champagne, rust leather.  
 1949 **AUSTIN** Sheerline Sal., grey, grey leather, 7,000 miles.  
 1949 **STANDARD** Vanguard Sal., radio, heater, 10,000 miles.  
 1948 **ALVIS** 14 Saloon, one owner.  
 1948 **BRISTOL** Model 400 Sal., black, beige leather.  
 1935 **ROLLS-ROYCE** 25 Hooper 7-seater Lim., one owner.

POST-WAR CARS CARRY THREE MONTHS' GUARANTEE  
 DEFERRED TERMS. PART EXCHANGES.  
**21, CHARING CROSS MANSIONS**

GLASGOW, C.2.

Telephone: DOUGLAS 7247/8

The next best thing to a New car is  
 a "USED" car from Crowther

Crowther's invite you to call, telephone or write if you are interested in a car. They believe they have one of the finest selections of "used" cars in town and, furthermore, they know that every car has been examined, overhauled and made as near to new as mechanical skill and experience can make it.

**C. CROWTHER Ltd.**  
 310 ST. VINCENT ST. GLASGOW  
 TELEPHONE CENTRAL 0981

## GALT

for cars of quality

DISTRIBUTORS  
**FOR SCOTLAND**



**JAS. H. GALT LTD.**  
 52, WOODLANDS ROAD,  
 GLASGOW, C.3. Doug. 7598

BY APPOINTMENT

## Rossleigh

Motor Engineers To His Majesty The King  
 COUNTRY-WIDE SALES & SERVICE AVAILABLE  
 TO ALL PURCHASERS OF

### NEW OR USED CARS

Head Office & Showrooms  
 32 SHANDWICK PLACE,  
 EDINBURGH.

And at

ABERDEEN  
 GLASGOW  
 INVERNESS

DUNDEE  
 HAWICK  
 KIRKCALDY

STIRLING  
 NEWCASTLE-ON-TYNE

You  
 can always  
 depend on a  
 good bargain  
 with an

## AUSTIN

Sole Scottish Distributors:  
**CARLAW (CARS) Ltd.**  
 32-50, Finnieston Street, Glasgow

Phone City 6101

## Clydauto

OF GLASGOW

Rolls-Royce & Bentley Special Retailers  
 offer the following from their range of  
 Used Cars.

**Bentley** Mark VI Standard Steel Saloons.  
 Grey with Blue hide—Black with Brown  
 hide.

**Bentley** 3½-litre 2-door Sports Saloon,  
 1935 model. Freestone & Webb body.

**Bentley** 1934 3½-litre Sports Saloon,  
 Hooper body.

**Rolls-Royce** 20.25 Hooper Drophead  
 Coupe, excellent condition, one owner.

**THE CLYDE AUTOMOBILE CO. LTD.**  
 100 RENFREW ST., GLASGOW, C.2  
 Phone: DOUGLAS 0554/7

### ★ What happens ★ after April 10th?

- ★ Who knows what words of wisdom or gloom we may hear on Budget Day.  
 ★ Will the Purchase Tax on motor cars go up? Your guess is as good as ours, but if it does, the economic sequence of events will increase the values of second-hand cars—don't take a chance—**BUY NOW!**  
 ★ We have a splendid selection of cars of very recent vintage—each guaranteed as a new car, for three months.

Can we send you our current list?

## PROSSERS

of Glasgow

WOLSELEY AND M.G. DISTRIBUTORS

123 BOTHWELL ST. GLASGOW C2

Telephone: 5 Glasgow - CENTRAL 0161

## JOE MONRO

THE NEWTOWN GARAGE,  
 KIRRIEMUIR - SCOTLAND

USED CARS WITH A SUPREME GUARANTEE  
 Buying your car from us means buying with complete security.

All our cars pass through a careful and systematic examination, and are properly reconditioned where necessary before sale. We spare no effort to put our vehicles in as near 100% condition as possible. Our unique guarantee then holds us entirely responsible for the repair of any faults which might develop during the guarantee period.

Our high and widely known reputation has been built on standing by this service, and we most uphold it at all costs.  
**Austin** 579 Hampshire, 1950. One owner. 12,000 miles. Truly immaculate.

**Ember** Black, 1949. Low mileage. Excellent condition. M.B. "T.D." Midget, Mar. 1950. The very latest type. Low mileage. As new.

**Triumph** 1950 Roadster, 1948. A fast machine in very fine condition.

**Riley** 1½-litre, 1946. A popular car in excellent order.

**Armstrong Siddeley** Typhoon, 1948 model. A most attractive car.

**Rover** 12 h.p. Nov. 1947. One owner. A quality car which is in magnificent condition.

**Wolsey** 21 h.p. 1950. One owner. In truly superb order.

**Rover** 16 h.p. 1950. An excellent type in first-class condition.

100 CARS IN STOCK.

Exchanges and easy payment terms arranged. Open daily 10.15 a.m. to 6.00 p.m., including Saturday.

Phone: KIRRIEMUIR 252-224.

We are the  
 ORIGINATORS of  
 "NEW CONDITION"  
 USED CARS which  
 are covered by our  
 Exclusive 3 Months  
 GUARANTEE

## D. HARRISON

Showrooms:—

78 Haymarket Terrace  
 EDINBURGH 12.  
 Telephone: 62592.

Works:—

6a-7 Devon Place  
 EDINBURGH 12.  
 Telephone: 62328.

Agents for:

ARMSTRONG  
 JAGUAR

SIDDELEY  
 WOLSELEY

Your attention is drawn to this feature which  
 will appear in the first issue of each month.





# Specially Selected

## BIRKETT Motors LTD.



### OFFER TODAY'S STAR SELECTIONS

- 1948 HUNTER Snipe, very exceptional car, fitted with £100 of extras..... £1,135
- 1948 AUSTIN A40 Dorset saloon, maroon, beige leather £845
- 1946 HILLMAN-MINX saloon, blue with blue cloth/leather interior, in immaculate condition..... £635
- 1946 MORRIS 10 saloon, black with brown leather, first-class condition..... £625
- 1940 JAGUAR 1½-litre saloon, blue, fitted with usual extras £595
- 1948 AUSTIN 16 saloon, green, brown leather interior, very well maintained car.... £925

★ WE ARE ★  
INTERESTED PURCHASERS  
OF  
CARS FOR CASH  
Please ring or call  
ALL ENQUIRIES IMMEDIATELY  
ANSWERED

115-121 Barking Road, East Ham, E.6.  
ORANGEHILL 4214

544-6 High Road, Leytonstone, E.11.  
LEITCHMERE 2239

634-6 Mile End Road, Bow, E.3.  
ADVENTURE 1107

72-74 High Road, South Woodford.  
WITCHAMER 1946

## S.G. SMITH LTD

- Offer the following quality used cars.
- 1938 STANDARD Flying 10 saloon, re-conditioned engine..... £345
- 1938 CITROEN Super Modern 12 sports saloon..... £385
- 1936 M.G. 12 h.p. sports saloon..... £375
- 1939 FORD Prefect, resprayed black, re-conditioned engine..... £350
- 1937 MORRIS 14 saloon, red and black original condition..... £335
- 1940 STANDAID 8 saloon, resprayed blue..... £375
- 1947 ARMSTRONG SIDDELEY Hurricane drop head coupe..... £925

Austin and Rootes Group agent.  
All spares and service.

## S.G. SMITH LTD

285-287, Rye Lane,  
Peckham, S.E.15.  
Telephone: New Cross 0460

## CARMO CAR CENTRE



ST. JOHN'S WOOD  
ROUNDABOUT, LONDON, N.W.8

Two minutes Baker Street Station. One minute Lords'

Telephone: PRIMrose 0141

RENOVED FOR POST-WAR CARS  
AT FAIR PRICES

### Specially Selected Cars:

- PONTIAC "Streamliner," 2-tone blue. Beige interior. Many extras. Unregistered. £10 tax only.
- 1950 AUSTIN A30 Atlantic convertible, H.M.V. radio. Special air conditioning equipment. Ming blue. Blue leather. 10,000 miles.
- 1950 VAUXHALL Velox, green. Green leather. Heater. 5,000 miles.
- 1950 VAUXHALL Wyvern, black. Brown leather. Heater. 10,000 miles.
- 1949 FORD Prefect, green. Green interior. Heater. 13,000 miles.
- 1949 AUSTIN A40, grey. Beige interior. Heater. 12,000 miles.
- 1949 VAUXHALL Wyvern, green. Beige interior. Radio, heater. Many other extras.
- 1948 MORRIS 10 4-door black saloon. Sun head.
- 1947 SUNBEAM TALBOT Sports saloon, 4-door. Polychromatic grey. Sun head.
- 1947 HILLMAN Minx black saloon. Beige interior. Sun head.
- 1946 VAUXHALL 14 black saloon de luxe. Sun head.
- 1946 AUSTIN 8 black 4-door saloon. Sun head.

• • •  
We Welcome Part Exchanges

Hire Purchase to suit your needs

WE ARE OPEN ALL DAY SATURDAY

## MOTOURISTS

(LONDON) LTD.



### ★ THIS WEEK'S SPECIAL BARGAIN

1947 Rover 12 six light de luxe sun saloon, finished attractive green, with green leather upholstery and carpets to match, fitted heater. In really exceptional condition throughout. Trade enquiries welcomed.

Cash Buyers of all types post-war Cars and Limousines.

EAST FINCHLEY STATION  
LONDON, N.2

Phone TUDor 2301/2

## HENDON CENTRAL Garage Ltd.

Appointed Dealers for Rootes Group Products  
FOR GUARANTEED CARS

- 1950 Phase IV HILLMAN Minx, one owner, beige, red leather, nominal mileage and in exceptional condition £1,925
- 1949 FORD Prefect black, 10,000 miles, three months guarantee..... £775
- 1946 AUSTIN 10 saloon, black, immaculate, low mileage..... £685
- 1947 STANDARD 8 saloon, black, fawn leather upholstery, in immaculate condition throughout..... £535

• TERMS • EXCHANGES

44-46 WATFORD WAY, N.W.4

Car Sales Department 'Phone: Hendon 1423/4  
(One minute Hendon Central Tube Station)

## STEELE GRIFFITHS

Court Showrooms:

CAMBERWELL NEW RD.,  
LONDON, S.E.5

Telephone: RODney 2201/8

### Cars of first class quality

#### This week's bargains—

- 1948 HUNTER Hawk, black with brown upholstery, mileage 12,000, in exceptional condition..... £1,150
- 1946 AUSTIN 10 saloon, black in colour with brown leather upholstery, factory reconditioned engine just fitted, in superb condition..... £685
- 1950 VAUXHALL Velox, black with brown upholstery, in showroom condition..... £960
- 1946 VAUXHALL 12, finished in black with beige upholstery, fitted extras, the whole in really showroom condition..... £715
- 1938 VAUXHALL 14 saloon, black in colour with green leather upholstery, this car is in its original condition and a very fine example of its type..... £450

## STEELE GRIFFITHS

Telephone: RODney 2201/8

All cars fully guaranteed.

# Car Bargains



**MARBLE ARCH MOTOR SUPPLIES LTD**  
THE GATEWAY TO BETTER VALUE

## DON'T WAIT FOR PRICES TO RISE

We are offering the following used cars with our usual 3 months' guarantee

Year	Model	Price
1949	CITROEN Light Fifteen, colour black with brown leather upholstery. In immaculate condition. Mileage 17,000	£1,075
1949	MORRIS Oxford saloon, colour beige with beige leather upholstery, practically new tyres all the way round. First-class condition. Mileage 11,000	£965
1948	AUSTIN 16 h.p. saloon, colour black with brown leather upholstery, in perfect condition, two owners	£925
1948	AUSTIN A 40 Doreen saloon, colour powder blue with beige upholstery, fitted radio and heater, mileage 14,351. The interior is very clean. This car is in first-class mechanical condition	£875
1947	HILLMAN Mini saloon one owner, 18,000 miles genuine, colour black with red leather and cloth upholstery. A very clean car with excellent tyres	£805
1946	RENAULT drophead Coupé, colour cream with red leather upholstery, fitted radio, good tyres. Very clean car	£850
1945	LA SALLE CADILLAC "Imported" fitted radio, heater, automatically controlled aerial, colour dove grey, beige upholstery, left-hand drive. A really immaculate motor car	£1,300
1939	VAUXHALL Fourteen "2" type, colour black with red leather upholstery, good tyres, splendid example of this model	£565
1938	AUSTIN 16 h.p. Cambridge saloon, colour black with brown leather upholstery, 48,000 miles genuine. Very clean motor car	£425
1938	M.G. 9-litre saloon, colour black with red leather upholstery, fitted radio and heater, new tyres. A very genuine motor car	£475
1937	CITROEN Big Fifteen, 7-seater, colour black with blue upholstery, five wheels, new tyres, sunshade roof, completely overhauled. A specimen motor car, cannot be equalled.	£550

**MARBLE ARCH  
MOTOR SUPPLIES**  
LOWER HIGH STREET,  
**WATFORD**  
HERTS. PHONE WAT.4491.

## London Cars

1939	LANCHESTER 11 h.p. Saloon, black, red hide, of immaculate appearance, mechanically excellent. Written guarantee	£455
1939	M.G. 2.6 litre Sports saloon, olive green and grey, with grey upholstery. A fine example of a rare model. Written guarantee	£595
1938	MORRIS Series III 12 h.p. Saloon, original green two-tone cellulose. Works reconditioned engine recently fitted. An outstanding example. Written guarantee	£455
1940	VAUXHALL 12 h.p. saloon, black, very sound general condition. Written guarantee	£395

And Many Others

**592, GREENFORD ROAD, GREENFORD,  
MIDDLESEX** — Phone: WAXlow 2643  
Specialists in carefully selected Used Cars  
TERMS - EXCHANGES - SERVICE

## GEORGE NEWMAN & CO.

## URGENTLY REQUIRE CARS FOR CASH

**369 EUSTON ROAD  
LONDON, N.W.1  
EUSTON 4466 (12 Lines)**

## HAROLD PERRY LTD

1949	Ford Pilot, black, choice of 2	£1,115
1948	Ford Pilot saloon, black, Pye radio, 15,000 miles	£860
1949	Ford Anglia saloon, black	£825
1948	Ford Prefect saloon, black	£735
1948	Ford Prefect, black cloth uphol.	£710
1939	Ford 91A saloon, new engine	£650
1949	Morris Minor tourer, black	£715
1938	Austin 16 h.p. saloon	£665
1949	Ford Prefect, beige with cloth upholstery	£795
1949	Ford Pilot blue with blue leather upholstery, heater and radio	£1,135

**279, BALLARDS LANE  
NORTH FINCHLEY — HILLSIDE 4444**

## CHILTERN CARS of LEIGHTON BUZZARD

are interested purchasers of Sports Cars in sound condition, particularly the better English and Continental makes, both open and closed, modern and vintage.

Full details, with a photograph if possible, will be appreciated and will receive immediate attention.

Arrangements can be made for our Buyers to call anywhere in the British Isles.

**11a, WATER LANE,  
LEIGHTON BUZZARD,  
Bedfordshire Tel: 2060**

## JARVIS Creates Confidence

"JARVIS CONDITIONED"	
USED CARS	
1946 (Dec.) STANDARD 12 saloon, radio	£750
1947 MORRIS 8 saloon, black	£815
1948 MORRIS 10 saloon, black, 10,000 miles	£805
1949 FORD Anglia saloon, 9,000 miles	£775
1949 MORRIS Minor coupe, green	£1,195
1949 MORRIS Oxford saloon, 4,200 miles	

Send For Brochure  
"USED CAR WISDOM"

**JARVIS**  
OF WIMBLEDON

MORRIS HOUSE,  
MORDEN ROAD,  
S.W.18  
Phone: LITton 4000

## ROY GALWAY LTD

- 1950 Buick Super 51, with dynaflo, four-door saloon, blue with cloth upholstery, radio, heater, defroster, white wall tyres, 9,000 miles.
- 1950 Buick Roadmaster, four-door saloon, black with grey cloth upholstery, radio, heater, defroster, white wall tyres, 9,000 kilometres.
- 1934 Bentley 3½-litre drophead four-seater Sedan coupe, green with green leather upholstery, maintained by Bentley Motors, Crewe. Magnificent chassis, £1,375.

MODERN AMERICAN CARS  
URGENTLY REQUIRED

**GRO 4747 (4 LINES)**  
21, FARM STREET, BERKELEY SQUARE, LONDON, W.1.

## MONTROE MOTORS

(N. H. BOSWELL)

HIRE PURCHASE & PART EXCHANGE

1939	AUSTIN 16 Cambridge saloon	£355
1939	AUSTIN 16 saloon (late type)	£365
1939	FIAT 500 drophead coupe	£295
1939	FORD 10 Prefect 4-dr., leather	£365
1939	FORD V8 50 saloon, leather, car, cont.	£395
1939	FORD V8 50 saloon, grey	£365
1939	HILLMAN 40 saloon, one owner, 22,000 miles	£365
1939	HILLMAN 10 saloon Phase II, grey	£275
1939	M.G. 15 h.p., ex. road	£365
1939	MORRIS 8 coupe, exceptional condition	£785
1939	MORRIS 8 saloon	£395
1939	ROLEX-BOYCE Phantom 3 limousine, 1 owner	£355
1939	VAUXHALL 12	£450
1939	STANDARD 12 saloon, blue	£385
1939	STANDARD 14 saloon, grey	£405
1939	TRIUMPH Glens 10 saloon, beige	£325
1937	TRIUMPH Glens 14 saloon, dark green	£375
1937	WOLSELEY 12, radio, exceptional road	£340
1940	WOLSELEY 16 sports tourer, silver	£385

## MONTROE MOTORS

(N. H. BOSWELL)

**91/7 EPPING NEW ROAD,  
Buckhurst Hill, Essex BUC 1171/2**  
Five minutes tube, Central line.



# Specially Selected

## Couple the name TRIUMPH WITH NEWNHAMS

and you have a combination of two well-known names in the Motor Industry. Newnhams have been established over 55 years and specialize in Triumph cars. We are at all times pleased to receive enquiries from buyers and sellers of carefully used models.



### SPARES & SERVICE

We hold a very large stock of spares for pre-war models and our modern Service department is at the disposal of Triumph owners.

235 7 9 HAMMERSMITH RD., W.4.  
Riverside 4446 (9 lines)

Before  
finally deciding  
about the  
sale of your  
**STANDARD  
or  
TRIUMPH**  
car

LET



quote you

London Buying Office:  
SLOUGH HOUSE,  
16, BERKELEY STREET, W.1  
Tel. MAYfair 7654 Ext. 111

STANDARD HOUSE • SOUTHEND ROAD  
WOODFORD GREEN • ESSEX.  
Telephone: WAnstead 9123 (8 lines)



1946 MORRIS 10 Sln., beautiful condition  
1940 RILEY 1½-litre d/h Coupe, new hood,  
recellulosed, immaculate.....  
1939 RILEY 1½ Saloon, black.....  
1938 MORRIS 8 Sln., new engine, recel.  
1937 A.C. 2-litre Sports 2¼ str., a wonder-  
ful performer.....  
1937 ROVER 14 Saloon, black, rebored...  
1936 ROVER 14, recellulosed, immaculate  
1934 VAUXHALL 14 d/h Coupe, wonderful,  
order.....

SELF DRIVE HIRE 1951 CARS.  
INCLUSIVE RATER.

376 Kensington High St., W.14  
WEstern 2312

## BIRMINGHAM

### 12 H.P. ROVER

#### SPORTS SALOON

JULY, 1946, 4 light saloon, green,  
green leather upholstery, all new  
tyres, Ace rimblishers, abso-  
lutely as new to look at and  
ride in; any car taken in part  
exchange. Price £1,050

HATTON MOTORS LTD.  
71 BROAD STREET  
MID. 2437

## BROWNS OF LOUGHTON

1930 WILLMAN 14 saloon de luxe.....  
1930 LANCASTER 11 sports saloon de luxe.....  
1935.6 WAREDAZ Special sports 4-seater.....  
1938 MORRIS 8 saloon de luxe.....  
1940 ROVER 10 saloon de luxe.....  
1938 AUSTIN 10 saloon de luxe.....  
1947 RILEY 1½-litre saloon de luxe.....  
1939 SUNBEAM TALBOT 10 saloon de luxe.....  
1939 LANCASTER 14 saloon de luxe.....  
1938 ROVER 12 sports saloon.....  
1939 AUSTIN 12 saloon de luxe.....  
1939 WOLSELEY 12 saloon de luxe.....  
1939 M.G. T.B. type 2-seater sports.....  
1939 FORD 10 Perfect saloon.....  
1947 Model FORD Anglia 8 h.p. saloon.....

3 MONTHS' GUARANTEE

HIGH ROAD, LOUGHTON, ESSEX  
LOUGHTON 4119 3538  
THREE MINS. TUBE CENTRAL LINE

Walter Scott

WANTS  
GOOD  
USED  
CARS

PRImrose 5914

The WALTER SCOTT MOTOR Co. Ltd.  
39 COLLEGE CRESCENT  
HAMPSTEAD, N.W.3  
(Foot of Fitzjohn's Avenue)

IF YOU HAVE A 1949 OR 1950  
LOW MILEAGE (COVENANT  
FREE) SALOON FOR DISPOSAL

NAME YOUR  
OWN PRICE  
WE WANT THEM  
IN YORKSHIRE

FULL & GENUINE PARTICULARS  
TO  
TURF MOTORS  
OF FRIZINGHALL LTD.  
BRADFORD

Phone: 41337 (4 lines). Grams: "Turfmoto"

# Car Bargain



## Kings Autos



### GUARANTEED USED CARS

1938 JAGUAR 2½-litre Sports Saloon	£485
1938 TALBOT 10 Sports Saloon	£425
1938 MORRIS 10 de luxe Saloon	£420
1937/38 VAUXHALL 14 de luxe Saloon	£365
1939 FORD Prefect Saloon	£410
1930/31 BENTLEY 6½-litre Sports 4-seater	£310
1934/35 BUICK 5-seater Saloon	£325
1938 BUICK Viceroy Saloon	£375
1937 FORD V8 Saloon	£315
1938 WOLSELEY 14 de luxe Saloon	£400
1938 FORD 8 Saloon	£330
1938 FORD 10 4-door Saloon	£345

ON ENGLAND'S EASIEST  
HIRE PURCHASE TERMS ★  
Also see miscellaneous cars in classified column.

723-725-727, HIGH ROAD  
SEVEN KINGS · ILFORD · ESSEX  
Tel.: Seven Kings 3536-7. 9 a.m. to 7 p.m.

### SELECTED GUARANTEED USED CARS

1928 4½-litre BENTLEY sports, 2-seater	£370
1938 Light 30 DAIMLER saloon, black	£675
1948 HILLMAN Minx drophead coupe, black	£780
1940 HUMBER Super Snipe, black	£675
1937 LANCHESTER 18 saloon, black/green leather	£450
1948 PEUGEOT saloon, "202" model, beige	£775
1950 RILEY 2½-litre saloon, green	£1,475
1947 STANDARD 12 saloon, black	£775
1948 STANDARD 14 saloon, grey	£825
1949 SUNBEAM-TALBOT "90" sal., green/red leather	£1,390

Full particulars from

**OVERSEAS CARS**  
MEANS A GOOD DEAL  
227, BROMPTON ROAD, S.W.3  
Showroom: Thames: KEN 7475 Service Station: FUL 7649

## GLANFIELD LAWRENCE



The following cars have been through our workshop and are all fully guaranteed:-

1939 Ford Prefect saloon, immaculate	£420
1939 Jaguar 1½-litre saloon, grey with red uphol.	£550
1940 Humber Super Snipe sal., black, 20,000 miles	£525
1940 Standard 12 Imp. Head Coupe, immaculate	£750
1940 Standard 5 saloon, beige	£500
1940 Sunbeam-Talbot 10 h.p. saloon, black, almost as new	£600
1939 Wolseley 14 saloon, black, reconditioned throughout	£595

★ Particulars welcomed of all good, clean used cars.  
Our Dept. Open 9 a.m. to 7 p.m., weekdays.

### LONDON

407 High Road, Finchley, N.12  
(Corner of N. Circular & Gt. North Roads)  
Phone Finchley 0091-5  
Also at CARDIFF, BRISTOL, PORTSMOUTH, SWANSEA

## THE COODEN ENGINEERING CO. LTD.

Offer

1939 Austin 10 Saloon	£425 0 0
or 30 monthly instalments of	£17 2 10
1939 Rover 8 Saloon	£385 0 0
or 30 monthly instalments of	£16 10 0
1939 Singer Bantam Saloon 9 h.p.	£385 0 0
or 30 monthly instalments of	£16 10 0
1937 Austin 7 Saloon	£355 0 0
or 30 monthly instalments of	£11 9 10
1937 Morris 8 Saloon	£350 0 0
or 30 monthly instalments of	£11 17 11
1937 Morris 6 Tourer	£350 0 0
or 30 monthly instalments of	£11 17 11
1936 Rover 12 Saloon	£335 0 0
or 30 monthly instalments of	£15 10 7
1935 Ford 10 Saloon	£275 0 0
or 30 monthly instalments of	£11 1 8

50 CARS AND VANS ALWAYS IN STOCK

COODEN, BEXHILL-ON-SEA  
Tel.: COODEN 600

## Mayfair GARAGES LTD. FIATS

It is not thought  
that anyone would wish to dispose of his



because he dislikes it, but it is for other reasons you wish to sell

WE ALWAYS WANT TO BUY  
500's, 1100's, and 1500's FOR CASH

Please send particulars or phone or buyer to call.

MAYFAIR GARAGES LTD.  
FAST REPAIRS AND SERVICE  
BALDERTON STREET, EPPING, Herts. MAYFAIR 5124

## WANTED for SPOT CASH CARS ALL TYPES

Hours of Business:

Weekdays and Saturdays  
9 a.m. to 7 p.m.

**ROWLAND SMITH**  
HAMPSTEAD HIGH STREET  
LONDON, N.W.3  
(Hampstead Tube)  
HAMPSTEAD 4041 (10 lines)

## ELITE MOTORS LTD

1ST QUARTER CENTURY

ALWAYS 50  
GOOD CARS  
IN STOCK

Phone: BALHAM 2474  
(4 lines)

### GUARANTEED USED CARS

1930 MORRIS Minor saloon, green, 2,000 miles	£855
1939 MORRIS 8 4-door d/l saloon (recon. engine)	£465
1939 AUSTIN 10 Cambridge d/l saloon	£475
1938 M.B. 1.3 sports 2-seater	£345
1937 STANDARD 12 4-door d/l saloon	£345
1939 MORRIS 12 4-door d/l saloon	£405
1937 FORD 8 2-door saloon (recon. eng.)	£355
1947 FORD Prefect 4-door saloon (leather)	£649
1946 HILLMAN Minx fourseater d.b. coupe	£645
1937 M.B. T.A. 2-seater, except cond.	£425
1937 AUSTIN 10 Conway cabriolet	£345
1947 AUSTIN 8 4-door d/l saloon	£595
1938 M.B. T.A. 2-seater, well maint.	£465
1946 M.B. T.C. 2-seater (choice of 2)	£625
1936 FORD 8 4-door sun saloon	£260
1946 (late) FORD Anglia saloon	£485
1936 MORRIS 8 4-seater tourer	£250
1937 MORRIS 8 2-seater	£245
1938 FIAT 500 c.c. cabriolet	£315
1936 AUSTIN 7 Ruby sun saloon	£245
1948 SUNBEAM-TALBOT sports 4-seater	£795
1938 MORRIS 8 utility	£250

- ★ Good cars of all types and makes wanted immediately for cash.
- ★ Part exchange specialists (including cars for motor cycles and vice versa).
- ★ Hire Purchase terms up to 36 months. Immediate delivery, walk in, drive away within half an hour.
- ★ Insurance Department to issue immediate cover.
- ★ Stocks of Rover cars.
- ★ Monday to Saturday 9 a.m. to 7 p.m.

951 961 GARRATT LANE  
TOOTING, S.W.17



# The Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

*Would appreciate the opportunity  
of purchasing all types of good used cars*



## They invite you to take advantage of a FREE VALUATION OF YOUR CAR

which service will be available on inspection at any of their retail showrooms in London. If you are unable to call with your car and would care to receive an approximate valuation, perhaps you would kindly complete and return the form on right.

I am considering disposing of my —

.....H.P. Make.....Body Type .....

Mileage ..... Number of Owners .....

Date of first registration.....

Name .....

Address .....

Telephone .....

THIS DOES NOT PLACE ME UNDER ANY  
OBLIGATION TO SELL.

## High grade used cars with six months' guarantee

1949 **AUSTIN A.70** Hampshire Saloon, radio, heater, 10,000 miles, £1,295.

1949 **ALLARD** 2-door Saloon, 12,000 miles, £1,075.

1949 **BENTLEY** Mark VI Steel Saloon, 6,000 miles, £5,250.

1950 **CITROEN** 15 h.p. Saloon, 5,000 miles, £1,395.

1949 **FORD** 10 h.p. Prefect Saloon, 1,000 miles, £875.

1950 **HILLMAN MINX** Phase IV Saloon, 4,000 miles, £1,065.

1950 **JOWETT/JAVELIN** de luxe Saloon, 14,000 miles, £1,125.

1949 **MORRIS** Minor Tourer, 4,000 miles, £775.

1949 **MORRIS** Six Saloon, 10,000 miles, £1,120.

1938 **ROLLS-ROYCE** 7-seater Sedan de Ville by H. J. Mulliner, 19,000 miles, £2,475.

1947 **SUNBEAM-TALBOT** 10 h.p. Tourer, 8,000 miles, £850.

1949 **TRIUMPH** '2000' Roadster, 7,000 miles, £1,195.

### STANHOPE HOUSE

320, Euston Road, London, N.W.1.  
Telephone : EUSton 1212.

### AUSTIN HOUSE

297, Euston Road, London, N.W.1.  
Telephone : EUSton 1212.

### 16, Uxbridge Road,

Ealing, W.5.

Telephone : EALing 6717.

### GLOUCESTER HOUSE

150, Park Lane, London, W.1.  
Telephone : GROsvenor 3434.

### WELSH HARP

Edgware Road, London, N.W.9.  
Telephone : HENDon 6500.



# Autocar

## CLASSIFIED ADVERTISEMENTS

### CLASSIFIED ADVERTISEMENT RATES

Ed. per word, minimum charge 8/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/-. All advertisements must be strictly prepaid and should be addressed to The Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Hiffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DAY is POST MONDAY.** Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

### USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

#### IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

**CLASS'S MOTOR MART**—1950 A.C. 16-56 drop head coupe, very attractive car, £595; written guarantee, 3 years, W.1. Euston 4110. (1950)  
**1937** A.C. 2-litre sports 2.4-seater, a wonderful performer, £405.—Smith & Hunter Ltd., 578, Kensington High St., London, W.14. Tel. W.81. (1190)

**1949** (July) A.C. 16hp saloon, finished in gunmetal, the entire car in immaculate condition throughout, only moderate mileage, taxed, part exchange with cash adjustment considered. **A. PLEYTON & ARUNDALL**, Ltd., Northway, Scarborough, Tel. 553. (9515)

**265** ems.—A.C. Ace 1936, 16/60hp Greyhound sports saloon, black, sliding head, red leather, term, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1561)

**1950** A.C. saloon, polychromatic silver, blue hide upholstery, very low mileage, really superb car; exchanges and terms.—Swannerton Car Sales, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. (9740)

**SCARCE** model 1939 series A.C. Six Competition 2-litre, very attractive body with steep tail and hinged decking enclosing tonneau, disappearing hood, all-weather equipment, flap folding screen and twin aero screens finished in blue shade with blue leather, luxury only equipped, fitted standard 3-carburettor equipment, but supercharger equipment included, outstanding car with sparkling performance, thoroughly recommended, written guarantee terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 3012. (1075)

**CASH** immediately for good A.C.—H. F. Edwards, 28, Upper High St., Epsom 3470. (1069)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1934** Alfa Romeo, grey with blue leather, £750 spent on recent overhaul; £300.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford GU2 0F7-9. (1052)

**BARTLETT**—Alfa Romeo finest selection available.—27a, Pembroke Villas, W.11. (1978)

**SUPERCHARGED 2.5 Le Mans 2.4-seater model**, completely mechanically overhauled for which bills can be produced, body lustre sprayed grey and red, a perfect example of this famous car at the low figure of only £750.—Box 0746. (9661)

**295** ems.—Alfa Romeo (Sept. 1931) 2-litre 17-45 twin carburettor four-seater drop head coupe, black leather, good tyres, very carefully used, excellent condition; term, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1561)

**ALFA ROMEO** 1950 S.S. supercharged, 10 million miles, £2400 2-seater, completely rebuilt at cost of £240, 6 unused tyres, brand new battery, new chrome, re-tinted red by first-class coachbuilder, new hood, side curtains and tonneau cover, probably the most perfect Alfa mechanical in the country, in excellent condition, best, Ltd. Offices at "Old Strangles," Cross Oak Lane, Salfords, Mr. Redhill, Surrey, Hurley 623. (1998)

**ALFA Romeo Cars Wanted**—Bartlett, the Alfa Romeo specialists, 27a, Pembroke Villas, W.11. (1978)

**ROWLAND SMITH**, the Alfa Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**CHIPPENDALE MOTORS, Ltd.**, Onslow Garage, 197, Fulham Hill, Fulham, S.W.14, are keen buyers of late models. Flaxman 0053. (1512)

**ALFA ROMEO Spares and Service**—THOMSON (A.L.C. LONDON), Ltd.—Spares and service for Alfa Romeo cars.—Brooklands Track Weybridge, Surrey 520. (10154)

**BEVERLEY MOTORS** (proprietor N. H. Mansel) Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa Romeo chassis to customers' requirements, examples will be found in our showrooms.—Tel. Malden 4403. (1561)

**ALLARD** dropped dead 1948, fitted new engine.—P. D. Walker, Shobdon Court, Kingsland, Herefordshire. (9605)

#### ALLARD

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1949)

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1949)

**CAR MART, Ltd.**, 1212.

**DAAGENHAM MOTORS, Ltd.**, offer the following cars:—

**1949** Allard d.h. coupe, gunmetal, blue hide, recon. engine, 50,000 miles. (1049)

**1948** Allard d.h. coupe, black, brown hide, high speed axle, 10,000 miles. (1055)

**56** Park Lane, W.1. Recent 4860 and 574, Ealing Rd., Alperston, Mddx. Perivale 3568. (1095)

**GOLDERS GREEN**—H. A. Saunders, Ltd., 1449 Allard 2-4-7, grey 5,000 miles, one owner.—4, Golden Green Rd. Spe. 0011. (1971)

**ALLARD 1948 2-seater**, genuine 6,000 miles, one owner, £775.—Anthony Crook, Ltd., Caterham Mill, Surrey. Tel. Caterham 225. (1142)

#### INDEX

Agencies Wanted	Page
Amphibians	70
Auction, Tenders, etc.	74
Automobiles	70
Balancing	70
Batteries, etc.	70
Books	70
Brakes, Caloes, etc.	70
Business and Property	70
Camshafts	70
Caravan Section	67
Caravanners, Roommeters	67
Car Covers	67
Car Radios	67
Cars for Hire	67
Chassis	67
Chromium Plating	67
Clothing, etc.	67
Coachbuilders and Bodies	67
Commercial Vehicles	67
Cylinder Grinding, etc.	67
Dynamics	67
Electrical Equipment	67
Engines and Accessories	67
Exchanges	67
Export	67
Financial Partnerships	67
Garage Equipment	67
General Services	67
Generating Plant	67
Hoods, Cellulose, etc.	67
Insurance	67
Independent Superchargers	67
Insurance and Insurance Companies	67
Lamp Covers	67
Magneton	67
Mats, Rugs, etc.	67
Miscellaneous	67
Motors, Cycles, Kitchen, etc.	67
Motor Cycles for Sale	67
Motor Heaters	67
Mudguards	67
New Cars	67
New Cars and Shipping	67
Parts and Accessories	67
Patents	67
Personal Finance	67
Pistons	67
Radiators, Muffs, etc.	67
Repairs, Welding, etc.	67
Roof Luggage Racks	67
Safety Glass	67
Second-hand Cars for Sale, Wanted and	67
Spares and Services	67
Shock Absorbers	67
Silencers	67
Situations Vacant	67
Situations Wanted	67
Speedometers	67
Springs	67
Superchargers	67
Tires and Tubes	67
Value Guides	67
Wheels, Ducts, etc.	67

#### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 6000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

#### DEPOSIT SYSTEM

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Deposit System facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

#### ALLARD

**1949** Allard, fitted with a beautiful 2.4-seater open sports body, mileage 9,000, colour grey, immaculate condition, £1,045.

**MAYFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.5, Col. 8082. (1197)

**1949** (Jan.) Allard saloon, small mileage; £895.—Gaston's Cars (London), Ltd., 577, Euston Rd., London, N.W.1. Tel. Euston 5226. (9729)

**1949** Allard drop head four-seater coupe, in exceptional condition; £995.—Park Garage (Moissey), Ltd., Hampton Court, W.1. Tel. 471. (1267)

**£895**—Allard drop head coupe, 1949 series 61M, metallic grey, blue leather, one owner only seen before, very small mileage, immaculate condition.

**CHAMBERS MOTORS, Ltd.**, 197, Fulham Rd., Ken. Beds. Tel. 3041. 15 miles, nearly 400 cars ready for inspection and immediate purchase, write for our free catalogue, hire purchase, part exchange, free delivery, showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. (1119)

**ROSE & YOUNG, Ltd.**, offer:—1948 Allard 2-seater V sports tourer, exceptional condition, red, £745.—65-69, Strentham Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6463. (1267)

**CHIPPENDALE MOTORS, Ltd.**, 197, Fulham Rd., Ken. 2-4-7, grey 5,000 miles, one owner.—4, Golden Green Rd. Spe. 0011. (1971)

**1948** Allard 2-seater, genuine 6,000 miles, one owner, £775.—Anthony Crook, Ltd., Caterham Mill, Surrey. Tel. Caterham 225. (1142)

**ROSE & YOUNG, Ltd.**, offer:—1950 Allard 4-seater V sports tourer, very small mileage, immaculate condition, finished maroon with red leather, £995.—65-69, Strentham Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (1267)

**775** ems.—Allard, 1948 sports 2-seater, gunmetal type, exceptional condition, red, 15,000 miles, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1561)

**ALLARD**, well known car JIP 473, very pretty 2-seater body with covered front, 4375 Mercury engine with special heads and twin carbs, special gear box, good tyres, battery, tonneau and hood, this car has not often been beaten in its class but three times out, class at Allard and Tenby (new record) and Easter Monday F.T.D. Trenchawton, mechanically all set for another successful season, £10 tax, price £725.—105, Kington Green Rd., Olton, Birmingham. Acocks Green 0462. (1964)

**BARTLETT**, the Allard buyers, 27a, Pembroke Villas, W.11. Baywater 0523. (1962)

**WANTED**, Allard, any type considered.—6, Portobello Mews, W.1. Park 3050. (1653)

**ALLARD Spares and Service**—ALDARD'S MOTORS Ltd for all Allard spares.—45-47, Acce Lane, London, S.W.2 Vauxhall 6431.

**ALLARD MOTOR CO., Ltd.**, Service Dept., 31, Queen A. Richmond Rd. London S.W.15 Tel. Vandonia 2553. (1962)

**ENCON COACHWORKS** at Fulham, 9, Enticott Rd., FULHAM, S.W.14, Tel. Fulham 405. Specialize in Allard body repairs, body fittings for all models in stock, makers of Allard 2.4, 2.2 and four-seater bodies (1967)

**1948** ALLARD STREET MOTORS (also 1948 Street Motors), Birmingham 5 (Tel. Midland 5061), for new and used Allard, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. (1962)

**ALVIS**—BROOKLANDS for individuality.

**ALVIS** distributors have latest models for inspection; details on request.

**1950**—Alvis 14hp saloon, black, speedometer reading 15,000.

**1948**—Alvis 14hp saloon, black, small mileage.

**1948**—Alvis 14hp Tickford drop head coupe, cream, speedometer reading 15,000.

**1948**—Alvis 14hp four-seater drop head coupe, black, small mileage.

**ABOVE** second-hand cars examined and approved by a member.

**103** New Bond St., London W.1. Mayfair 8551.6. (1979)

**PERFORMANCE CARB.**—Notice of change of address. See under Sports Cars. (1953)

**1933** Firefly saloon, crash box, good tyres, chassis and body very sound. £245.—Emberbrook 5133. (1953)

**1948** Alvis 14hp Tickford drop head coupe, leather, one owner, first-class condition. £1,375.—Box 9745. (1962)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**£310**—1940 Austin 8 left-hand drive de luxe saloon, black, recent record, engine, excellent runner, unrepeatable offer.—Bry Motors, 180-184, West End Lane, N.W.6, Hampstead 6880. (1427)

**1947** Austin 8 black saloon de luxe, brown leather upholstery, small mileage, perfectly maintained. £350.—Bry Motors, 180-184, West End Lane, N.W.6, Hampstead 6880. (1427)

**1946** (Nov.) Austin 8 de luxe saloon, black, brown leather, one owner, 21,000 miles, perfect; £350.—Gibbons Sports Cars (Christchurch), Ltd., Lendhurst Rd., Christchurch, Hants. Tel. 1661. (1803)

**1946** (registered) Austin 8 4-seater tourer, black cellulose, blue leather upholstery, good hood and interior; £245 cash or £60 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden Gladstone 9605-6. (1950)

**1947** (June) Austin 8 4-door de luxe saloon, black, mileage approx. 18,000, really superb, £350; another 1947 reg. 2-door, excellent runner, extra, rubbished; £370.10.—Harry Nash Motors, Ltd., 345, King St., Hammersmith, Riverside 2837-8. (1400)

**£555**—Austin 8 4-door de luxe saloon 1946, very good, reconditioned engine fitted 6 months ago, mileage under 7,000 since whole car in very good condition, specially recommended and fully guaranteed by us in writing; 45 other Austins in stock; write for post-free catalogue to—

**CANDERS MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); hire purchase, part-exchanges, free delivery; showrooms open 9 a.m. to 8 p.m. Mondays to Saturdays. (1120)

## Austin Eight Cars Wanted

**C** THE CAR MART Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1, Euston 1212. (1095)

**ROWLAND SMITH'S**, the Austin 8 buyers.—Hampstead Road High St. (Hampton Tube), Ham. 6041.

**I** NEED post-war Austin 8 immediately.—Portune, 17, Artwood Mews, S.W.7, Tulse Hill 1288 (day). (1072)

**CASH** buyers of low mileage Austin 8s, distance no object.—Huttons, Lord St., Southampton. (1226)

**RAYMOND WAY**, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (1035)

## AUSTIN TEN

**ROUNDABOUT** offer:—

**1947** one owner Austin 10 saloon, absolutely unmarked, chauffeur maintained; £725.—

**ROUNDABOUT GARAGES**, Western Ave., Greenford, Middlesex. Waxlow 1071-5. (1979)

**COACHCRAFT** offer:—

**£345**—1939 Austin 10 Cambridge saloon, excellent, low running order, engine just reconditioned, sound and reliable vehicle; terms and exchanges.—COACHCRAFT, Elm Rd., Evesham. Tel. 6599. (1976)

**DICKS CAR SALES** offer:—

**1936** (November) Austin 10 tourer, well above average, carefully used; £295.—

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 5088-9. (1282)

**PALMER'S MOTORS**, Ltd., offer:—

**1946** (October) Austin 10 de luxe saloon, excellent condition; £635; exchange and deferred terms.—55, York St., Twickenham, Popesgrove 1065 or 7087. (1217)

**THE MALL HOUSE MOTOR CO.** offer:—

**1934** Austin 10, perfect condition, 4-door saloon; £197.10; exchange, hire purchase.—117, High St., Wandsworth, E.11. Tel. Wandsworth 4337. (1969)

**1938** Austin 10, good condition; £355.—Below.

**1946** (October) Austin 10, very good condition; £645.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3, Ham. 2221. M44, 1627. (1704)

**£385**—1938 Austin 10 de luxe saloon, black, red leather, good tyres, taxed.—

**TIMMS MOTORS**, Colindale Rd., Upper Richmond Rd., S.W.15, Tel. Putney 3593-4. (1287)

**1947** Austin 10, black, one owner, 23,000 miles, excellent condition; £735.—

**JOHN WILSON AUTOS**, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. (1760)

**1946** Austin 10 saloon, black, brown interior, very good condition, throughout; £675.—

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-290, Cricklewood Rd., N.W.2, G4, 2234. (1476)

**1937** Austin 10 cabriolet; £355.—Blue Star Garage, 617, Finchley Rd., N.W.3, Ham 2254.

**1947** model Austin 10, very low mileage, outstanding condition; 5 months' guarantee; £715.—

**CARRIS MOTORS**, Ltd., Lewisham Bridge, S.E.15, Lee Green 4955.

**£425**—Austin 10 1939 4-door saloon, in really splendid condition throughout; choice 41 many others.—

**BIRMINGHAM**, 1, Clarendon Rd., Holland Park, London W.11, Park 5067-7. Open Mon. to Sat., 9-5.30 p.m., Holland Park 1125.

**1936** Austin 10 cabriolet, excellent condition; £775.—

**1936**—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (1295)

**1945** Austin 10 saloon, one owner, excellent order, 6 months' warranty 28,000 miles; £265.—

**HACKING**, Leckford 1125. (1909)

**£295**—1936 Austin 10 de luxe saloon, black, brown leather upholstery, 5 very good used, in excellent mechanical condition.—

**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., M1 Chiswick, Chiswick 0558/2619.

**1947** Austin 10 saloon, black, brown, 21,000 miles, ex. cond.—Telford, Ltd., & Upper St. Martins Lane, W.C.2, Temple Bar 3350.

**£269**—Austin 10, 1937, 2-seater, new hood, re-cellulosed, as a new car, one owner only.—Riverside 1879, Petrol, 325A, King St., Hammersmith, W.6. (1063)

**1939** Austin 10 saloon de luxe, engine overhauled March 51st, 1951, bodywork original, interior beautifully clean, outstanding among these outstanding cars; £425.—

**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth, C.4, Molen, Battersea 5975. (1357)

**1942** Austin 10 saloon, guaranteed; £475; also 1937 Austin 10 Cambridge saloon, guaranteed, £265; payments—Oldfield, 4, Russell Odms, Mares, Kensington. Park 7780. (1165)

**1946** Austin 10 saloon, black, brown leather, low mileage perfect condition; £605.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1423-4. (1912)

**1937** Austin 10hp saloon, farm, original paintwork, beautiful condition and mechanically faultless; £375.—Waring, Railway Tavern, Hamworthy Dorset. Tel. Poole 1548. (1966)

**265** gns.—Austin 10 1937 Cambridge de luxe 4-door saloon, black, brown leather, terms, exchange; (on 6-7 week cash and Saturday)—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1366)

**A**USTIN 10 Cambridge 4-door saloon, really original and immaculate bodywork, excellent leather upholstery, recently overhauled, costing £75 including brakes refitted, etc. a beautiful condition motor car; 3 months guarantee, hire purchase, exchanges.—

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421, High Rd., Finchley, N.12, Fin. 0521. (1207)

## Austin Ten Cars Wanted

**C** THE CAR MART Ltd., London distributors, wish to purchase Austin 10s.—297, Euston Rd., N.W.1, Euston 1212. (1095)

**I** NEED post-war Austin 10s urgently.—21, Kim's Hall Rd., S.W.2, Tulse Hill 1288 (day). (1072)

**ROWLAND SMITH'S**, the Austin 10 buyers.—Hampstead Road High St. (Hampton Tube), Ham. 6041.

**CASH** buyers of low mileage Austin 10s; distance no object.—Huttons, Lord St., Southampton. (1226)

**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (1035)

## AUSTIN A40

**CAR MART**, Ltd., LONDON Distributors.

**1949** Austin A40 saloon, heater, 5,000 miles; £1,000.—Car Mart, Ltd., 297, Euston Rd., N.W.1, Euston 1212. (1026)

**PHILIP RICKARDS**, Ltd., offer:—

**1949** Austin A40 saloon, beige, 4,500 miles; perfect; £477.5.—

**KENTISH & THOMSON**, Ltd., offer:—

**1949** (December) Austin A40 saloon, 8,000 miles, heater, mist green with beige interior, spare wheel, £508.—

**WICKHAM RD.**, Shirley, Croydon, Spring, back 3477-8.

**DAENHAM MOTORS**, Ltd., offer the following car:—

**1949** Austin A40 saloon, black, beige hide, loose covers, heater, 5,300 miles.

**1949** Austin A40, W.I., Recent 4866 and 974, Ealing Rd., Alperton, Mid. Perivale 3360.

**1949** Austin A40 f.h. saloon, grey with blue upholstery, 10,000 miles; £545.

**1950** Austin A40 saloon, grey with blue upholstery, heater, 8,000 miles; £1,015.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner) Hillside 0054. (1899)

**1949** (Sept.) A40 Devon, green, radio, heater, 100% car; best over £255.—Box 0794. (1461)

**C. A. PETTO**, Ltd.—1950 Austin A40 saloon, 6,000 miles, £1,075.—42, North Audley St., W.1, Mayfair 5051. (1272)

**1948** Austin A40 Dorset saloon, low mileage, clean and good; £355.—Bands Burnham, Bucks. 64. (1904)

**GOLDERS GREEN**, H. A. Saunders, Ltd.—1950 Austin A40 saloon, grey/blue, heater, 2,000 miles.—Below.

**H. A. SAUNDERS**, Ltd.—1949 Austin A40 Country H. A. saloon, blue/blue, heater, radio, 10,000 miles; £144, Golders Green H. A. Spe. 0011. (1971)

**1948** (November) Devon saloon, radio and heater; 10,000 miles; £595.—Campbell Symonds, Wembley 6262. (1505)

**1949** (March) Austin A40 sunbath saloon, radio and heater; 8,000 miles; £575.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (8179)

**1950** (March) Austin A40 saloon, heater and sun roof, 4,000 miles, immaculate condition; others available; £1,025; H.P. terms.—

**A. REYNAL GARAGE**, Ltd., rear of 6345, terms, cash, S.W.3, Fin. 7515. (1912)

**1950** Austin A40 sun saloon, heater, black and tan, 5,000 miles almost as new; £595; exchange, salary & Bernard, Ltd., 372, Kings Rd., S.W.3, Fin. 7515. (1912)

**1949** (March) Austin A40 Devon saloon, Portland stone with fawn leather, low mileage, one owner, excellent condition; £545, terms, exchange—H. P. Edwards, 154, Ot. Titchfield St., W.1, Langham 0012. (1076)

## Austin A40 Cars Wanted

**I** NEED Austin A40 immediately.—30, Ryecroft Rd. S.W.16, Tulse Hill 2766 (day). (1072)

**ROWLAND SMITH'S**, the Austin A40 buyers.—Hampstead Road High St. (Hampton Tube), Ham. 6041.

## Austin A40 Cars Wanted

**H** CAR MART, Ltd.

**A**USTIN cars

**R**EQUIRED immediately.

**M**AKE your enquiries to

**A**USTIN House, 297, Euston Road, London, N.W.1.

**T**ELEPHONE: Euston 1212 (1095)

**P**OST-WAR Austin A40 required, cash payment.—Moorley, 34, Streatham Hill, S.W.2, Tulse Hill 4486. (1916)

**CASH** buyers of low mileage Austin A40s; distance no object.—Huttons, Lord St., Southampton. (1226)

**A**USTIN A40 saloon wanted immediately.—Covell A. Motors, 473 Cranbrook Rd., Ilford, Essex. Tel. Valentine 1096. (1714)

**A**USTIN A40 cars wanted.—Motorists (London), Ltd. are immediate cash buyers of A40s and 1099 saloons.—Great North Rd. E. Finchley Station, Tudor 2501-2. (1070)

## AUSTIN TWELVE

**BROWN'S** for Austin.

**1939** Austin 12 saloon de luxe, immaculate condition, £475.—Brown's Garage, London (Ebury 1118) Tube. (1256)

**GOLDERS GREEN**—H. A. Saunders, Ltd. 1937 Austin 12-4 saloon, black/green—144, Golders Green Rd. (Ebury 1118) Tube. (1256)

**1937** Austin 12 Ascot saloons, choice two; £300 each.—A. Z. Motors, Palmerston Rd., N.W.4, Maida Vale 5088. (1549)

**A**USTIN 12 4-door saloon, 1956, very clean and reliable car; £265.—Queens Garage, Wimbledon Liberty 5065. (1142)

**1938** Austin 12 saloon, black, perfect condition.—Herbert & Mills, Ltd., 75, Ot. Portland W.1, Langham 5506-7. (1203)

**A**RGHIE SIMONS & Co., Ltd.—1939 Austin 12 saloon, excellent condition throughout; £450.—94, Ot. Portland St., W.1, Lang 1343. (1625)

**1938** Austin 12 Ascot saloon, superb condition throughout; £475.—Northways Garage, Swiss Cottage, N.W.2, Primrose 1127. (1295)

**£555**—1940 model Austin 12 saloon, sliding roof, black, brown leather upholstery, nominal mileage, in showroom condition throughout.—MAKIN & HARRISON (MOTORS), 492-6, High Rd., M1 Chiswick, Chiswick 0558/2619. (1922)

**A**USTIN 12 4-door saloon, 1936, unlicensed 1940-45, engine reconditioned, new tyres, thoroughly reliable, cash going to delivery of new car; £265.—Burbage (Wills) 252. (1959)

## Austin Twelve Cars Wanted

**C** THE CAR MART Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1, Euston 1212. (1095)

**CASH** buyers of low mileage Austin 12s; distance no object.—Huttons, Lord St., Southampton. Tel. 2266.

**ROWLAND SMITH'S**, the Austin 12 buyers.—Hampstead Road High St. (Hampton Tube), Ham. 6041. (1282)

**1937-9** Austin 12hp saloon, must be immaculate condition. Pryor, 107, Riverside St., E.1, E.1. (1065)

**1937-8-9** Austin 12 saloons and limousines wanted.—Motors (London), Ltd., East Finchley Station, N.14, Golders Green Rd. Spe. 0011. (1070)

**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (1035)

## AUSTIN SIXTEEN

**CAR MART**, Ltd., LONDON Distributors.

**1948** Austin 16 saloon, 11,000 miles; £1,065.—Car Mart, Ltd., 297, Euston Rd., N.W.1, Euston 1212. (1026)

**A** GOOD Austin 16 saloon, with 5 new tyres, all ready for road; £125.—

**A**USTIN 16 Hartford, Esplanade wheels, loose covers, chassis, £250.—Roya Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700. (1452)

**GOLDERS GREEN**—H. A. Saunders, Ltd. 1947 Austin 16 S.B. saloon, black, 17,000 miles.—Below.

**H. A. SAUNDERS**, Ltd.—1946 Austin 16 saloon, green, one owner—134, Golders Green Rd. Spe. 0011. (1971)

**1937** Austin 16 saloon; £325.—Blue Star Garage, 617, Finchley Rd., N.W.3, Ham 2254.

**1948** Austin 16 saloon, black, brown leather upholstery, 17,000 miles, in excellent condition.—BLACK WATKINS, Ltd., 12, Borkley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Fleming 418). (1678)

**1948** Austin 16 saloon, one careful owner, 1948 work, Ltd., Winchester. Tel. Winchester 3834/3406. (1113)

**1947** Austin 16hp, black, brown leather, upholstery, car; £265.—Holbrook Motor Co., Richmond 4014. (1948)

**1949** 16hp Austin shooting brake, £1,050.—Lawson-Cooman, 86, North Audley St., W.1, Mayfair 3570. (1644)

**1947** Austin 16 de luxe saloon, beautiful condition, fully guaranteed, bargain.—8795 A.2 Motors, Palmerston Rd., N.W.6, Maida Vale 4725. (1750)

**C**ASH immediately for good Austin.—H. F. Edwards,  
28, Upper High St. Epsom 9400. (1090)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Austin Miscellaneous Cars Wanted**  
**A** LL models Austin urgently required.—Garbutt & Taylor, 22 Conduit Mews, W.2. Amb. 6049. (1949)  
**R**AWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7.  
**P**robiters \$161, are buyers all types post-war Austins. (19416)  
**B**RITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martins Lane, W.C.2. Tem. 3596. (1914)  
**W**YBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Westbridge 235. (19641)  
**J**ACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (19312)  
**A**PPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 134-136, Kings Rd., S.W.3. Flaxman 4801-3. (1442)  
**1938-39** Austin 10 or 12 required, must be clean and genuine, mileage stated.—Wilsons, 42, Trinity Gdns., S.W.9. Brixton 4011. (19313)  
**7**-Passenger 1937-39/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

**Austin Spares and Service**  
**N**ORMAND, Ltd.  
**F**IRST-CLASS mechanics and highly efficient supervision guarantee the best results.  
**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (10229)  
**C**. G. NORMAN & Co.  
**A**UTHORISED Austin retailers.  
**S**PARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211  
**T**HE CAR MART, Ltd.

**L**ONDON distributors, spare parts for all models, cars and trucks.  
**T**HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 5530); and at 16, Oakridge Rd., Ealing, W.5. (Ealing 4717).  
**F**OR Austin mudguards, running boards, 1931-39.—Brooks & 2, Frederick Place, Brighton, Brighton 21147. (19166)  
**A**USTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. 17966

**A**USTIN 7 spares, any year, any part, largest stockists in U.K., exchange units, W.1. Northwood's first. 43-47, Newington Causeway, S.E.1. Hop 2652, 2650.  
**B**ROCKHURST GARAGE.—Harrow agents for Austin: sales, service, spares, recommended units.—Garside Rd., Harrow Weald, Middlesex, Tel. Grimsdyside 561. (1963)  
**A**USTIN spares and vehicle parts, new and replacement units from the largest stock in South London; free delivery in many areas.—Wimbledon Motor Works, 196, 29, High St., S.W.19. Wim. 0123. (19414)

**A**USTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's Austin Seven specialists, John St., Sheffield, 2. Tel. 22676. (19265)  
**P**RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units; repairs and service to Austins exclusively.—57, Acce Lane, S.W.2. Austin 1155. (19184)

**BENTLEY (3½ & 4½-litre)**  
**H**. R. OWEN, Ltd.,  
**17** Berkeley St.,  
**G**REAT Britain's leading specialists in Rolls-Royce and Bentley cars.  
**P**ROUD members of the Swain Group.  
**A** NATIONAL Motoring Organisation.

**1949** Bentley Mark VI 4-door saloon by Freestone & Webb, colour black with blue hide upholstery, radio, heater, picnic table, etc. Ref. H. 5623.  
**1949** Bentley Mark VI 4-door saloon by James Young, colour pale blue; radio, heater and demister, electrically operated rear blind, two picnic tables, two compact, twin horns and valances to rear wheels. Ref. H. 6645.  
**1939** Bentley Mark V 4-door saloon by Park Ward; colour silver grey, blue hide upholstery. Ref. H. 6426.

**1939** Bentley 4½, overdrive sports saloon by Park Ward; colour black, light brown leather upholstery, radio reversing light, one spot lamp, discs, 4 mounted spares with complete 6 months' guarantee.  
**A** LL cars carry our unique six months' guarantee.  
**A** unless otherwise stated at time of purchase; please write or phone for details to—  
**H**. R. OWEN, Ltd.,  
**17** Berkeley St.,  
**L**ONDON, W.1.  
**T**EL. Mayfair 9090. (19700)

**C**AR MART, Ltd.  
**1949** Bentley Mark VI Steel saloon, 6,000 miles; £5,250.  
**1949** Bentley Mark VI Steel saloon, 17,000 miles; £4,995.  
**1948** Bentley Mark VI Steel saloon, 10,000 miles; £4,850.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3484. (19354)  
**B**ROOKLANDS for Individuality.

**1948** Bentley Mark VI standard saloon, black, speedometer reading 14,000.  
**103** New Bond St., London, W.1. Mayfair 8351-6. (1961)

**BENTLEY (3½ & 4½-litre)**  
**J**ACK BARCLAY, LIMITED.  
**L**ARGEST Official Retailers of Rolls-Royce and Bentley Stock List of used models on request to—  
**12-13** St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (19087)

**OFFICIALLY** appointed Rolls-Royce and Bentley dealers, special retainers of H. J. Mulliner coachwork; offer the following from their large specially selected post-war stock, for immediate delivery:  
**1949** metallic grey, blue leather.  
**1949** metallic grey, maroon leather.  
**1948** black, brown leather.  
**1948** grey, blue leather.  
**1948** grey, maroon leather.

**1947** Undergoing extensive chassis overhaul, colour to choice, available May.  
**H** FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7607.  
**FOX** (19694)

**RIPPON**.  
**RIPPON**.  
**RIPPON BROS., Ltd.**  
**N**ORTHERN Bentley specialists.

**1948** Mark VI standard saloon, black with blue leather upholstery.  
**1948** 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.  
**1937** 4½-litre 4-door sports saloon by Park Ward, black with brown leather.  
**FOX** further particulars contact the largest Bentley distributors.

**RIPPON BROS., Ltd., Huddersfield** (5 lines).  
**R** also at Bradford, Leeds and Sheffield. (19058)  
**ROY GALWAY, Ltd.**  
**1934** Bentley 3½-litre drop head four-seater, coupe green with green leather upholstery, maintained by Bentley Motors, Crewe, magnificent chassis, £1,275-21, Park St., Berkeley Sq., Grosvenor 9747.

**PADDON BROS., Ltd.**  
**1935** 3½-litre Thrupp & Maberly sports saloon.  
**PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. (7031)**  
**BOON & PORTER, Ltd.**

**1949** (Jan.) Bentley Mark VI Field saloon, black, maroon leather, H.M.V., one owner, immaculate. £4,650.  
**C**ASTLENAUT, Barnes, S.W.13. Riverside 4444. (13113)

**RUSSELL MOTORS offer:—**  
**1948** Mark VI Bentley standard steel saloon, 21,000 miles, heater and radio, 1949 modifications.  
**1937** model 4½, Bentley 4-door saloon by Park Ward, 65,000 miles only.  
**T**HE above cars subject to any trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 2216. (19774)**  
**TOM GARNER, Ltd. offer:—**  
**1949** (Sept.) Bentley 4½-litre Mark VI standard steel saloon, black with beige leather, 15,000 miles.  
**1950** (Feb.) Bentley 4½-litre Mark VI saloon, grey with red leather, 5,000 miles only.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. (19645)**

**HAROLD RADFORD & Co., Ltd.**  
**1949** Write you to call and inspect their unique selection of Bentley cars.  
**1937** Bentley 4½-litre Park Ward.  
**1934** Bentley 3½-litre 4-door saloon, James Young.

**HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).**  
**JACK OLDING, of Mayfair, offer:—**

**1950** Mk. VI Bentley standard saloon, as new, non. metallic, immediate.  
**1949** Mk. VI Bentley standard saloon, immac. condition, low mileage.  
**1948** Mk. VI Bentley standard saloon, maroon/leather, 22,000 miles.  
**1948** Mk. VI Bentley 4-dr. saloon by Young, blue, 25,000 miles.  
**1948** Mk. VI Bentley, fitted with Freestone & Webb saloon, black/brown lbr., 34,000 miles.  
**1948** Mk. VI Bentley Park Ward P.O. coupe, grey/red lbr., 29,000 miles.  
**1938** 4½-litre Bentley H. J. Mulliner four-seater d.h. coupe, blue.  
**1936** 4½-litre Bentley H. J. Mulliner saloon, black/brown lbr.  
**1936** 3½-litre Bentley Standard saloon by Park Ward, grey with grey leather, immediate delivery.  
**1934** 3½-litre Bentley Vanden Plas open tourer, silver grey with maroon leather and hood.  
**D**ELIVERY of new and used cars quoted on application.

**A**UDLEY House, North Audley St., W.1. Mayfair 5242. (1351)  
**H. M. BENTLEY & PARTNERS, Ltd.**  
**1937** Bentley 4½-litre drop head four-seater, coupe, Vanden Plas 48,000 miles only.—Backville House, 40, Piccadilly, W.1. Sloane 3094. (19646)

**BENTLEY (3½ & 4½-litre)**  
**COOMBS & SONS (GUILDFORD), Ltd.**  
**1938** Bentley 4½-litre saloon, body by Thrupp & Maberly, guaranteed 41,000 miles. £2,595.  
**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU2 4-3. (19562)**  
**SWANMORE CAR SALES, Bournemouth.**

**(J. W. MEDLEY, Proprietor.)**  
**1936** Bentley 3½-litre Vanden Plas saloon, recent £450 Bentley overhaul, new tyres, taxed.  
**1936** Bentley 3½-litre very modern streamlined saloon by Thrupp & Maberly, recently checked by Bentley.  
**1936** Bentley 4½-litre James Young coach-coupled sports saloon, very modern lines, excellent history.  
**1939** model overdrive Bentley 4½-litre full range edge saloon, 48,000 miles only, the loveliest specimen we have ever seen.

**E**XCHANGE and terms.—Swanmore Car Sales, 1176-1180, Churchdown Rd., Bournemouth, Bournemouth. Tel. Southbourne 1022. (19756)  
**L**ARGE stock of 3½-4½ Bentley cars for disposal.

**H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9090 (110 lines). (19056)**  
**R. J. SHANKS & Co., Ltd., Baker St., Westbridge, offer:—**  
**1934** Bentley 3½-litre beetle-back 2-seater, most imposing appearance and maintained with meticulous care, finished in black with pequin upholstery, new all-weather equipment, excellent tyre.  
**T**his car is in superb condition throughout, and a genuine opportunity at £1,095.—Tel. Westbridge (19570)

**1934** 3½-litre Bentley, recent complete overhaul, bodywork shabby, £1,001.  
**F**ORGE GARAGE (PETERHAM), Ltd., 152, Peterham Rd., Petersham, Surrey, Ric. 1654. (1356)

**CHARLES POLLETT, Ltd., accredited Bentley and Rolls-Royce retailers, 110, Grosvenor St., London, W.1. (19166)**  
**1949** Bentley Mk VI standard steel saloon, two-tone grey, blue hide, 19,000 miles, superb overhauls, £4,250.  
**18** Berkeley St., W.1. May. 6266.

**S**ERVICE & Stores, 12, Wellesley Ave., W.6. Riv. 1415. (19691)  
**R**ED label short chassis unmodified, excellent condition, two new tyres, £315 or offer.—Box 0699.

**1935** Bentley 3½-litre saloon, perfect in every respect.—Colin Haines, Ltd., 50a, Bourdon St., W.1. Mayfair 2336.  
**1949** Oct. Mark VI Bentley 4-door standard saloon, low mileage, immaculate condition throughout, passed by Bentley.  
**1935** Bentley 3½-litre 4-door saloon by Park Ward, black/beige; £1,650.

**F**REEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, Rus. 2874-5. (19696)

**£1650**—4½-litre saloon, over 5500 spent with magnum, hill shapers.—Lawson-Cleodon, 117, 36, North Audley St., W.1. Mayfair 5360. (12776)  
**1937** 4½-litre Bentley Park Ward four-seater drop head coupe, Bentley history.—R. C. Martland, 253, Kensal Rd., London, W.10. (19116)

**1935** Bentley 3½-litre 4-door sports saloon, hide interior, extra, very attractive car; £1,375.—Taylor, 57, Euston Place, N.W.7. Western 0446. (13116)  
**1938** Bentley 4½-litre 4-door sports saloon by Park Ward, black with brown leather, fitted R.M. radio, serviced by Bentley distributors, 60,000 miles.

**H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 2368. (19578)**

**1948** (April) Bentley Mk VI standard saloon, black/brown, full maintenance overhaul, engine latest modifications by Bentley Motors, 2600 miles ago, immaculate condition.—Offers to Box 0772.  
**1935** (July) Bentley 3½-litre 4-door saloon by Park Ward, finished green with green leather in every respect, superb chassis throughout, well preserved bodywork. £1,296.—See rev.

**1936** Bentley 4½-litre 4-door sports saloon by Park Ward, finished green with green leather in every respect, superb chassis throughout, well preserved bodywork. £1,296.—See rev.  
**1936** (Dec.) Bentley 4½-litre 4-door sports saloon by Arthur Mulliner, finished black with brand new full hide leather upholstery, very pretty car in beautifully preserved condition, £1,695.—Below.

**T**HINKS 3 cars offered by Bella Service Garages, 144, Tendon Rd., Kingston-Thames, Kingston 1165. (1098)

**CHIPPENDALE MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.8. (19184)**  
**control 3½ sports saloon, Ace discs, bumpers, radio, spare wheel cover, etc., complete, immaculate condition. Flaxman 0522/7255-174. (19777)**  
**TANKARD & SMITH, Ltd., offer 1935 Bentley 3½-litre fitted with very attractive open 4-seater leather body, finished in maroon with beige leather, 3rd-class chassis, radio control, 3 months' written guarantee, also guaranteed used cars of all makes.—158, Kings Rd., S.W.3. Tel. Flaxman 4801-3. (19636)**

**EXCEPTIONAL** 4½-litre Bentley saloon, April, 1936, belonged to one of the original drivers of Bentleys, consequently maintained at very high standard, a full report can be shown on its present condition, the body is a special saloon by Park Ward in sublime condition throughout, opportunity for a connoisseur; £1,750.  
**S. C. WIMBORSH, Ltd., 312, Erie Court Rd., W.5. (19754)**

**BENTLEY (other than 3½ & 4½-litre)**  
**BENTLEY 1925 3½-litre Red Label Vanden Plas body and mechanically in first-class condition, £250.**  
**B**ROCKHURST HILL GARAGES, Ltd., Rush Rd., Buckhurst Hill, Essex, 7272. (19615)

**O**FFORD present 1935 model drop head coupe, £600 overhauls by manufacturer 16,000 miles ago, 4½-litre engine fitted with chrome horns; one owner only; an opportunity for an enthusiastic dealer; 1935 model of this model available for £1,595.—154, Gloucester Rd., S.W.7. Fremantle 0031. (19690)





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET  
SIMPSON'S MOTORS, offer:—

**1948** Chevrolet Fleetline fully streamlined, radio, heater, seat covers, movable spot light, low mileage, exceptional condition throughout.

**1949** (registered) Chevrolet 2-door streamlined saloon, radio, heater, loose seat covers, spotlight.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903. [9608]

**1948** Fleetmaster saloon, l.h.d., 22,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1034]

**1949** Chevrolet 4-dr. saloon, l.h.d., 9,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1035]

**1949** Chevrolet 4-dr. saloon, r.h.d., 12,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1036]

**1947** Chevrolet 4-dr. saloon, r.h.d., 25,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1037]

**1937/8** Chevrolet Master saloon, Motorola radio, heater, interior loose covers, 465 hp, engine overhaul, 2355, Value Cars, Ltd., Upper Richmond Rd., East Sheen. Prospect 7330. [1185]

**CHEVROLET** fixed head 4-dr. coupe 1939, 6-cylinder, 80hp, recently overhauled, black & very attractive car, open to any trial or examination, £500; all Ford required—W. J. Reynolds (Motors), Ltd., Ford House, New Bond, Barchin, Epsom, Epsom 78 (18 lines). [9645]

**CHEVROLET**, 1947, New, property of engineer, in exceptional condition, 26,000 miles, absolutely draught-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial, £1,450—Apply, Helmsdale Erskine Drums, Ltd., 70, High St., London. [9646]

**Chevrolet Cars Wanted**  
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all makes of cars. Wembley 3903. [9608]

**DISTRIBUTORS** for London and Home Counties require good Chevrolet cars—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9999]

**CRES AUTOS, Ltd.**, require all Chevrolet, pre- or post-war models—10 and 11, Ascot Parade, Clapham Park Rd., S.W.1. Euston 4110. [1359]

**Chevrolet Spares and Service**  
FOR private and commercial customers for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9999]

**JOE THOMPSON (CHRYSLER) Ltd.**, offer:—

**1948** Chrysler Town and Country saloon, fitted with all extras, costing approx. 4,000 dollars in the States, low mileage.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Mitchell), Ken. 3658.

**CLASSIC MOTOR MART**—1939, Chrysler 24hp Wimbledon de luxe saloon, superb condition, written guarantee—5, Warren St., W.1. Euston 4110. [1359]

**1947** Chrysler New Yorker, in ready magnificent condition, 15,000 miles, right-hand drive—J. P. Crawley, 48, Kensington Court, W.8. Western 6915. [9614]

**£285**—1937 Chrysler 24hp Wimbledon de luxe saloon, overdrive, etc., black, platinum interior—Bryce Motors, 180-184, West End Lane, W.9. Hamstead 6940. [9954]

**£395**—Chrysler 24hp 6-seater touring saloon, 1939, bodywork in good, sound condition, blue upholstery in neat and tidy order, good tyres, fully maintained in writing and completely overhauled.

**CAMDEN MOTORS, Ltd.**, 150, New Bond St., W.1. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue; hire purchase, part exchange, free delivery; showrooms open from 9 a.m. to 5 p.m., Mondays to Saturdays. [1123]

**£395**—Chrysler 24hp de luxe saloon, 1937-8 model, bodywork really beautiful, interior de luxe leather, immaculate, mechanically recently overhauled, costing £150, including new patons, bearings, etc., 3 months' guarantee, hire purchase, exchange, etc. L. MBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1206]

**UTO SALES (LONDON), Ltd.**

**CHRYSLER** distributors, will purchase all types of Chrysler vehicles—59-65, Belair Road, Swiss Cottage, N.W.6. M. 5555. 2155. [0485]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Chrysler Wembley 3903. [9607]

**ROWLAND SMITH'S**, the Chrysler buyers—Hampstead High Road, Hampstead, Ham. 6941. [9641]

**CRES AUTOS, Ltd.**, require all Chrysler, pre- or post-war models—10 and 11, Ascot Parade, Clapham Park Rd., S.W.1. Euston 4110. [1359]

**UTO SALES (LONDON), Ltd.**

**CHRYSLER** distributors, spare for all models, exchange recondition units in stock—59-65, Belair Road, N.W.6. M. 5555. 2155. [0485]

**CHRYSLER** official service agents.

**REPAIRS**, spares, exchange engine service—Church & Road Eng. Co., Ltd., Hendrich, Essex. Tel. Red. Leigh (Essex) 38479/37127. [0668]

**CHRYSLER** Specialists, repairs, spares, exchange engine service—Michael (Motors), Ltd., 33, Balham High Rd., S.W.12. Tel. Balham 2324. [9642]

**CAR MART, Ltd.**

**CITROEN**  
Citroen 15hp saloon, 5,000 miles; £1,395—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1037]

**JOHN S. TRUSCOTT, Ltd.**

**A COMPREHENSIVE** range of post-war Citroens in always first-class condition, examples are offered, full details of current stock on request—175, Westbourne Grove, W.11. Bay 4274. [1066]

CITROEN  
KENTH & THOMPSON, Ltd., offer:—

**1946** Citroen light 15 saloon, sliding head, 26,000 miles only, comparable in every respect to a 1949 model.

**564**—564, Wicham Rd., Shirley, Croydon, Surrey. Tel. 477-478. New Cross 0860. [5630]

**ACE SERVICE STATION (LONDON), Ltd.**

**THE Citroen Distributors offer:—**

**CITROEN** 1950 light 15 saloon, 7,000 miles; £1,195.

**CITROEN** 1949 light 15 saloon, 25,000 miles; £1,085.

**CITROEN** 1948 light 15 saloon, 22,000 miles; £985.

**CITROEN** 1939 light 15 roadster; £575.

**NORTH CIRCULAR RD.**, Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [11349]

**S. O. SMITH (MOTORS), Ltd.**, offer:—

**£385**—1938 Citroen Super Modern 12 sports saloon, maroon with blue leather upholstery, sunshade roof, car that must be tried to be appreciated, 50 other guaranteed used cars.

**S. O. SMITH (MOTORS), Ltd.**, 255-267, Rye Lane, Finsbury Park, N.4.15. New Cross 0860. [9524]

**COOMBS & JONES (GUILDFORD), Ltd.**, offer:—

**1948** Citroen Light 15, black, 5,000 miles; £1,125.

**COOMBS & JONES (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. [9560]

**H. W. MOTORS, Ltd.**, the Citroen specialists, offer:—

**1950** Light 15 saloon, green with beige leather, this car has covered 12,000 miles with the owner's special engine and gear, licensed and insured, any trial, £1,450—Apply, Helmsdale Erskine Drums, Ltd., 70, High St., London. [9646]

**1949** Light 15 de luxe saloon, maroon/red upholstery, 12hp, 15,000 miles, completely checked over and recommended; £1,125.

**THE** above first-rate examples of the post-war Citroen have been carefully selected, thoroughly checked and are offered with the backing of our specialised service.

**H. W. MOTORS, Ltd.**, Walton-on-Thames 785 and 1457. [9633]

**1948** Citroen 15, colour black, excellent condition, 6292.

**PARKSON & PARKSON (GARAGE), Ltd.**, Potter St., Harlow, Potter St. 123. [8186]

**THE WORTHING MOTOR CO.**, the Sussex Citroen specialists, offer:—

**1949** Light 15 saloon, many extras including twin carburetors, spot lamps, oil gauge, temperature gauge, spring driving wheel, special cellulose finish, etc., a superb car and very fast; £1,175.

**1948** Light 15 saloon, black, low mileage, excellent condition; £990.

**1939** 12hp saloon, reconditioned engine, leather upholstery, very sound and reliable; £425.

**1937** 12hp saloon, finished in French grey, blue leather, reconditioned engine and front suspension, new type bonnet, in appearance this car is as good as new and has been exceptionally well maintained; £250.

**THE WORTHING MOTOR CO. Ltd.**, Broadwater Rd., Worthing, Tel. 71. [9701]

**WORTHING MOTOR CO. Ltd.**, for Citroen sales, spare parts, service, Tel. Worthing 123. [1272]

**1950** Light 15 saloon, 7,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1034]

**C. A. PETO, Ltd.**—1949 (Oct.) Citroen Light 15 saloon, grey, low mileage; £1,125-43, North Circular Rd., W.1. Mayfair 3051. [1272]

**1935** Citroen 12hp four-door saloon, excellent runner, taxed, £155—Lynch Garage opposite G.P.O., Uxbridge, Middx. Tel. 122. [8268]

**1938** (May) Citroen Light 15 Roadster drop head, superb condition; £425—Harry Nash Motors, Ltd., 58, King St., Hammersmith, Riverside 2657-8. [9671]

**1948** Citroen 15, finished black, red upholstery, low mileage, original, condition throughout; £960.

**CHIPPENDALE MOTORS, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3—Citroen Light 15 sports saloon, 1950 model, sea green with beige leather, push-button parking, odometer, 23,535, 7134, 1978.

**£525**—Citroen 12hp de luxe saloon, most beautiful, fully maintained, performance and looks equal to post-war model, 19,000 miles, or drive this vehicle would hardly believe it is 11 years old; 5 months' guarantee, hire purchase, exchange.

**L. MBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1204]**

**B10** 15, 1935, black, red upholstery absolutely immaculate, mechanically perfect, engine 25-5000, price £425, 1948-9 model, taxed December, £250-27.

**JOHN S. TRUSCOTT, Ltd.**, urgently require Citroens.

**EXCEPTIONAL** prices offered for low mileage really well-kept examples—175, Westbourne Grove, W.11. Bay 4274. [1066]

**ROWLAND SMITH'S**, the Citroen buyers—Hampstead High Rd. (Hampstead Tube), Ham. 6941.

**C. O. NORMAN & Co.**

**CITROEN** Sole Distributors for the County of London.

**BUYERS** of low-mileage Citroen cars—46-52, Vauxhall Bridge Road, S.W.1. Victoria 2211.

**ACE SERVICE STATION (LONDON), Ltd.**

**ARE** anxious to purchase an unlimited number of good Citroen cars; as Citroen specialists we are able to offer extremely good prices.

**NORTH CIRCULAR RD.**, Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [10004]

**JOHN S. TRUSCOTT, Ltd.**, urgently require Citroens.

**EXCEPTIONAL** prices offered for low mileage really well-kept examples—175, Westbourne Grove, W.11. Bay 4274. [1066]

**ROWLAND SMITH'S**, the Citroen buyers—Hampstead High Rd. (Hampstead Tube), Ham. 6941.

Citroen Cars Wanted  
H. W. MOTORS, Ltd., always require first-class Citroen—Tel. Walton-on-Thames 785 and 1457.

**A. FREEMAN, Ltd.**, Grosvenor Garage, require 1948 Citroen six cyl. and light fifteen—Burnage Lane, Manchester. 15 Tel. 2874-5. [3672]

**Citroen Spares and Service**  
**C. O. NORMAN & Co.**

**CITROEN** sole distributors for the County of London. Citroen spares and service—50 Vauxhall Bridge Road, S.W.1. Victoria 2211. [10136]

**SOUTH of the Thames**

**SALES** of Citroen—Distributors and specialists for over 25 years Tel. Croydon 3151-2. [10197]

**B. RING** your used cars to the Citroen specialists; we will recondition as new.

**THE HEADLIGHT MOTOR & ENG. CO. Ltd.**, 8, Olney Rd., Leeds. Tel. 52627-8, Grams Trailer, WIDECOMBE GARAGES, Ltd., Putney Rd., Bath 4662—Citroen spares, reconditioned drive trains, 40-hr. service. [1611]

**CITROEN** specialists, breakdown service, exchange gear box fitted 24 hours—Lorraine Garage, 25-26, Euston Mews, B. Kensington, S.W.7. Western 0774.

**WOODFORD CAR MART**, Essex distributors for Citroen cars, spare service and reconditioning—Woodford New Rd., Woodford Green, Essex. Buxhurst 0860.

**CITROEN'S**—We are distributors for N.W. Kent and specialists in reconditioning these cars from drive shafts fitted from stock—Barnhurst Garage, Ltd., Bearhurst 725. [9746]

**BOWEN ROAD GARAGE & ENGINEERING CO. Ltd.**, Bowen Rd., N.11 (Bow Road), specialists on Citroen body repair and mechanical overhauls, 1947-50, reconditioned 40-hr. all spares stocked. [1543]

**CROSSLEY**

**£495**—Crossley 4-seater Special Sportsman's 4-light saloon, 1937, one of the very first specimens of a pre-war car we have ever seen; 4,000 miles, new, spare parts, 24,000 miles, which we understand is the true mileage, condition as new, latest amazing, original and practically unblemished bodywork, in-crown safety, 24,000 miles, in equally outstanding condition; even the carpets are in perfect condition, in-crown safety, 24,000 miles, mechanical order definitely leaves nothing to be desired, acceleration, braking, steering and general performance defies criticism and does not appeal to the most exacting of motorists; tyres are in original, black and chrome discs are fitted to all wheels and extras include twin Lucas gas lights; this magnificent Crossley is open to any rigorous examination by A.R.A.C. or other qualified engineer; offered with a full comprehensive guarantee by CAMDEN MOTORS, Ltd., Leighton Buzzard Beds. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue; hire purchase, part exchange, free delivery; showrooms open from 9 a.m. to 5 p.m., Mondays to Saturdays. [1123]

**CAR MART, Ltd.**

**1937** Daimler 7-seater limousine, 25,000 miles; £1,195—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1048]

**WARWICK WRIGHT, Ltd.**, offer:—

**1948** Daimler 2½-litre saloon, grey, green leather, radio and heater, 5,000 miles.

**1948** Daimler 2½-litre saloon, black, red leather, heater, 5,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [1412]

**STRATSTONE, Ltd.**, Daimler specialists.

**DAIMLER** 27hp Hoper limousine, blue and black with cloth to rear, 2 face forward occasional, electrically operated doors and windows, a magnificent car, condition as new; £3,500.

**Daimler E.L.** 24hp limousine (1079), black with brown leather to rear compartment, well maintained; £925.

**Daimler 2½-litre saloon** (1959), black with brown leather, excellent condition; £250.

**STRATSTONE, Ltd.**, 40, Berkeley St., W.1 (Mayfair 5401), Service, T. Herbrand St., Russell St., W.C.1 (Terminus 7941). [9616]

**A. CLAND & TABOR, Ltd.**, Welwyn 461, offer with 3 months' guarantee:

**1949** (first reg. 1949) Daimler type 24 E.L. saloon, 15,000, £1,100, tax, as brand new throughout, fitted radio, dec. £1,450. [9671]

**1949** Daimler 24 saloon, quite like new—Auto-4854/5506.

**Daimler** 24 saloon, 1937, green/black 17hp, good condition, 1 owner—Kington House Garage, S.W.7, Kensington 6726.

**1938** Daimler 2-litre saloon, maroon, complete engine and axle overhaul in 1950, in really first class order; £750.

**E. D. ABBOTT, Ltd.**, Farnham Surrey. Tel. Farnham E. 6262. [9965]

**1939** Daimler 20hp saloon, maroon leather interior, 1 owner since new, 50,000 miles, excellent condition throughout.

**WALTON-ON-THAMES MOTOR CO. Ltd.**, Walton 200. [9906]

**1950** Daimler 2½-litre saloon, 6,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1035]

**D. LAMIER L.Q.20** limousine, face-forward occasional, cloth at rear, red leather front; £575-16, Autocar Mews, S.W.7. Prob. 5877. [9564]

**1936** Daimler 15 saloon, black, in really splendid condition throughout, 19,000 miles, 2350.

**Wembley Court Motors, High Rd., Wembley; Arnold 5221-2. [1355]**

**SPARK (BOURNEMOUTH, Ltd.)**, engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every

**D. LAMIER** House, Bournemouth. Tel. 5405. [9544]

10 gns.—1937 Ford 8 saloon, good condition, any trial.—O. P. (Batham), Ltd., 2c, Batham Hill, W.12 (100 yards Clapham South Tube). Batt. 1107-9. [5727]





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**FORD (V.8)**  
**£455**—Ford V.8 50hp touring saloon 1936/8, completely reconditioned throughout, immaculately refinished late 1. American shade of metallic maroon, all chrome parts renewed, retrimmed in maroon leather with new carpets to match, works reconditioned engine fitted, together with new set of tyres, two private owners only since new, to anyone requiring a very smart looking V.8 in the condition to give thousands of miles of trouble free service this car definitely must appeal.  
**C**ASTON MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection (immediate purchase). Write for post-free catalogue. Hire purchase, part exchanges, free delivery. Showrooms open from 9 a.m. to 5 p.m. Mondays to Saturdays. (1124)

**Ford V.8 Cars Wanted**  
**JOHN S. TRUSCOTT, Ltd.** urgently require Ford V.8s.  
**EXCEPTIONAL prices offered for low mileage really well kept examples.**—173, Westbourne Grove, W.11. Tel. 4274. (1063)

**SIMPSON'S MOTORS (WEMBLEY, Ltd.)** urgently require all model Ford V.8s. Wembley 3505. (1066)  
**ROWLAND SMITH'S**, the Ford V.8 buyers.—Hamstead High St. (Hamstead Tube). Ham 6041. (1056)

**UTILITY-FORD OR OTHER BODIES**  
**FORD** V.8 ex-W.D. heavy utility, £10 tax, in exceptional condition.—Luton Road, Luton. (1097)  
**£150**—Ford V.8 reverse road condition, renovated, Luton Road, Luton. (1097)

**1939**—40 Ford V.8 utility 6-7-seater, also 1937 Jowett Bradford utility.—Autovox, 22, Church Street, Winchester. Tel. 4834/3406. (1108)

**275**—Ford V.8 1937 (registered 1938) 50hp 6-7-seater, upholstered in leather, 2-tone all round, removable rear seats, very good condition, terms exchange; list, open 7-7 weekdays and Saturdays.—Rowland Smith Hamstead (Hamstead Tube). Hamstead 6041. (1056)

**Ford Utility Cars Wanted**  
**FORD** utility or similar urgently required.—Euston 2700. (1453)  
**FORD** 8, 10 and 30hp utilities wanted from 1936 onwards.  
**GEORGE NEWMAN & Co.** 569, Euston Rd., London, E.C.1. (1024)

**ROWLAND SMITH'S** the Ford utility buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (1056)

**30**—Ford utility required, must be sound and reasonable. Write to Mrs. L. M. Jones, 10, Northampton Road, Stanhope Gardens, Ilford. (1250)

**FORD MISCELLANEOUS**  
**THANKS** to Ford V.8, Ltd. offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—K. King's Rd., S.W.3. Tel. Vaux 480-5. (1078)

**Ford Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham 6041. (1056)

**HAROLD PERRY, Ltd.** main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, Tel. Hillside 4444. (1054)

**FORDS** wanted.—Smith's, 68, Chalk Farm Rd. N.W.1. Tel. 2767. (1054)

**CASH** immediately for good Ford.—H. F. Edwards, 154, St. Giles Street, W.1. Lougham Hill. (1082)

**BUTTS & COLEMAN MOTORS, Ltd.** require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tel. 3568. (1010)

**1950**—Ford or Anglia vtd. privately.—Adams, 665, Durham Rd. Gateshead, Tyne. (1043)

**APPROACH** us first before disposing of your Ford car.—Tankard & Smith, Ltd. 184-186, Kings Rd. S.W.3. Finsbury 4801-5. (1443)

**Ford Spares and Service**  
**NORMAND, Ltd.**  
**FIRST-CLASS** mechanics and highly efficient supervision produce the best results.  
**NORMAND, Ltd.** 405-9, King St., W.6. Riv. 3665. (1031)

**H. H. PEACOCK, Ltd.**  
**COMPREHENSIVE** stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp, always available from stock.  
**219**—21, Balham High Rd., S.W.17. Tel. Balham 4401. (1040)

**FORD RD.** Folkestone 51222. (1040)

**ALAN TAYLOR (MOTORS), Ltd.**  
**HIGH** St., Wandsworth, S.W.18. (1040)

**MAIN** Ford dealers  
**LARGE** stocks of genuine Ford parts.  
**VANDYKE** 4435 (5 lines). (10314)

**FRANK G. GATES, Ltd.** High Rd., Woodford Green, Tel. Watnated 2233. Main Ford dealers, service, and all spares. (1094)

**DIAMOND MOTORS, Ltd.** 43-45, Acle Lane, London, S.W.2 (Hickton 6431). Main Ford dealers, service, and all spares. (10110)

**FORD** Ford mudguards running boards, 1935-40, 5 and 6. Frederick Price, Brighton. (10353)

**YOR** Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Stabilizer Products Ltd., Station Parade, Crickwood, N.W.2. Gladstone 0570. (10231)

**Frazer Nash Cars Wanted**  
**ROWLAND SMITH'S**, the Frazer Nash buyers.—Hamstead High St. (Hamstead Tube). Ham 6041. (1056)

**FRAZER NASH-B.M.W.** 1936 Type 45 4-light drop head coupe, excellent condition, £255-50, Montrose Ave., Welling Kent. (1057)

**F.N.-B.M.W. Type 329** drop head coupe 4-seater, recently overhauled, £395; all spares, reconditioned engines, back axles, etc. in stock ready for fitting to all B.M.W. models by specially trained staff.—Andrew Crook Ltd., Caterham Hill, Surrey. Tel. Caterham 2252. (1545)

**A BEAUTIFUL** Frazer Nash-B.M.W. (pukka 326 1937) main Minx Phase II saloon, one owner, beige leather, two colour exterior, black hide upholstery, piped with silver, immaculate appearance, first-class mechanical condition, similar to the famous Bristol, any inspection welcomed; £625.—R. Bucknell, The Hall Cafe, Burdell Rd., Sholing, Southampton. Tel. Burdell 283. (19674)

**BARTLETT**—Frazer-Nash-B.M.W. 327/30 and 327/35 coupe, 3295 and 3295; Frazer-Nash-B.M.W. 326 drop head, 3275; Frazer-Nash-B.M.W. 326 saloon, 3295; Frazer-Nash-B.M.W. Type 35 saloon, 3235; we are very interested buyers of all Frazer-Nash-B.M.W. models.—27a, Pembroke Villas, W.11. Baywater 0525. (1995)

**Frazer Nash-B.M.W. Cars Wanted**  
**ROWLAND SMITH'S**, the Frazer Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham 6041. (1056)

**BROOKLANDS** for individuality.  
**HEALEY** distributors for London and Home Counties.  
**DEMONSTRATION**, early delivery of latest models.  
**CATALOGUES** and details on request.

**1950** Healey Silverstone sports 2-seater, speedometer reading 10,000 miles, many extras. (1769)  
**1949** Healey Elliot saloon, small mileage. (1769)  
**1949** Healey Elliot saloon, grey, speedometer reading 6,000. (1769)  
**1949** Healey sports roadster, black, small mileage. (1769)  
**103** New Bond St., London, W.1. Mayfair 3551-6. (1962)

**JOY SALMON AUTOMOBILES, Ltd.** offer:—  
**1949** Healey Dunlop drop head four-seater coupe, genuine 14,000 miles, £1,595.—Portsmouth 21. Thames 19-20. Embury Rd. 551-2. (1769)  
**HEALEY** 1950 4-seater tourer, a beautiful car in immaculate condition, genuine 7,000 miles, 1 owner; £1,275.—Anthony Crook Ltd., Caterham Hill, Surrey. Tel. Caterham 2252. (1541)

**CRICKWOOD MOTORS, Ltd.** 197, Fulham Rd., Kensington, London, S.W.6. Healey special streamlined 2-4-seater, fixed head coupe, cost £2,750 in 1949, 1949, one owner, 14,000 miles, terrific performance, bargain, £1,375.—Finsbury 0525/7253. (1769)

**BARTLETT**—Healey 1950 Silverstone 2-seater, £1,550; Healey 1947 special 1100hp sports saloon, £1,550; Healey 1947 standard touring, £975; we are very interested buyers of all models.—27a, Pembroke Villas, W.11. Baywater 0525. (1994)

**Healey Cars Wanted**  
**PRIVATE** buyer requires Roadster or Silverstone model, particulars please.—Ben 0765. (1244)

**HEALEY** saloon, wanted.—Adams, 665, Durham Rd., Gateshead, Tyne. Tel. 75532. (1042)

**CAR MART, Ltd.**  
**1950** Hillman Minx Phase IV saloon, 4,000 miles; £1,065. (1066)  
**1949** Hillman Minx Phase III saloon, 3,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. Tel. Vaux 480-5. (1066)

**NEWNHAMS, Ltd.**  
**1947** Hillman Minx 10hp saloon, black, grey with blue, excellent condition. (1279)  
**NEWNHAMS** Motor, 215-9, Hammersmith Rd., London, W.6. Riverside 4646. (1027)

**DICKS CAR SALES** offer:—  
**1940** Hillman Minx 10hp saloon, carefully used, £450.—Below. (1040)  
**1948** Hillman 10 drop head four-seater, very attractive car in blue, fitted radio, low mileage, £425. (1040)  
**DICKS CAR SALES, Ltd.** 385-401, High Rd., Kilburn, Maida Vale 6988-9. (1948)

**WARWICK WRIGHT, Ltd.** offer:—  
**1950** Hillman Minx Mark V saloon, black, brown leather, 10,000 miles. (1410)  
**WARWICK WRIGHT, Ltd.** 150, New Bond St., W.1. Mayfair 9761. (1410)

**WADDINGTON MOTORS, Ltd.** offer:—  
**1948** Hillman Minx Phase II saloon, as new; £775.—Fortune Green Road, N.W.6. Ham 2211. (1040)  
**1950** Phase IV Hillman Minx, 7,000 miles, superb. (1040)  
**G. ALFRED & Co., Ltd.** 6-7, Warren St., W.1. G. Euston 3268. (1975)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**  
**HILLMAN** Minx saloon, Phase III, grey, blue upholstery, push button radio, 9,000 miles, immaculate condition.  
**1946** Hillman Minx saloon, beige, red upholstery; Marlborough Works, Kenton, Middlesex. Wordsworth 5656 and 3656. (1519)

**1938** Hillman Minx saloon, black, in very good condition, 11,000 miles. (1519)  
**FRANKIS OF CRICKWOOD, Ltd.** 200-220, Crickwood Road, N.W.8. Oak 2834. (1447)

**1949** Hillman Minx Phase 3, 13,000 miles, immaculate condition, £880.—Mal 0048. (1099)

**1946** (October) Hillman Minx drop head coupe, black, excellent condition; £650. (1099)

**BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 3737. (1737)**  
**1947** Hillman Minx saloon, 1 owner, excellent condition, taxed, guaranteed; £630. (1737)  
**G. WILKIN, Ltd.** 1, Weston Park, Kingston-on-Thames, Ken 2911. (1536)

**HILLMAN 10**  
**1939** Hillman Minx, small mileage, second owner; £355.—55, Thorpe Rd., S.E.22. (1995)

**1948** Hillman Minx Phase II four-seater drop head coupe in immaculate condition; £775.  
**MAYFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.9. Cl. 8062. (1194)

**GOLDERS GREEN, R. A. Saunders, Ltd.** 1948 Hillman Minx Phase II saloon, one owner, beige leather, 11,000 miles; £425.—144, Golders Green Rd., Sipe. 0011. (19719)

**1946** Hillman Minx, excellent order, 6 months' warranty; £350.—Haskins, Ladbrooke 1155. (19719)

**1940** Hillman Minx, as new; £425.—Herbert & Mills, Church Rd., Ashford, Middlesex. (19476)

**1949** Hillman Minx Phase III saloon, green with brown leather upholstery, radio, heater, 11,000 miles; £345. (19476)

**1947** Hillman Minx Phase IV saloon, blue with blue leather interior, 5,000 miles; £1,055. (19476)

**1950** Hillman Minx drop head coupe, green with red leather interior, 10,000 miles; £1,065. (19476)

**H. A. SAUNDERS, Ltd.** Austin House, High Rd., North Hillside 0034. (19476)

**HILLMAN** 1939 10hp, body sound, reconditioned black, mechanically perfect, well above average condition; 3 months' guarantee. (19476)

**LAWSON PIGOTT MOTORS, Ltd.** 156, East Barnet Rd., New Barnet, Barnet 834 and 2553. (19476)

**1948** Hillman Minx drop head coupe, fitted H.M.V. radio, etc., etc. careful owner; taxed; £790. (19476)

**1946** Hillman Minx sup roof saloon, black, brown leather, nominal mileage, excellent order; £550.—Turner, Amersham 2008. (19476)

**1938** Hillman Minx drop head coupe, very good condition; £360.—Northways Garage, Swiss Cottage, N.W.1. Primrose 1127. (1292)

**CASS'S MOTOR MARY**—1947 Hillman Minx coupe, black, genuine 23,000 miles, written guarantee; Warren St., W.1. Euston 4113. (1360)

**1948** Hillman Minx Phase II saloon, grey with blue upholstery, one owner, in immaculate condition, choice of 2 from £1,000.—Pemberton Ltd., HUNTERD ROAD MOTORS, Ltd. 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. (19719)

**1950** Hillman Minx Mk IV saloon, 5,000 miles; British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3568. (1040)

**CYRIL SHEPPARD** offers 1946/7 Hillman 10 drop head coupe, 19,000 miles, one owner, as new; £685.—102, King's Rd., Reading 2712. (1036)

**1950** (Jan.) Hillman Minx Phase IV black saloon, with red leather, built-in radio and heater, literally new after 3,000 miles. (1975)

**R. C. WIMBUSH, Ltd.** 312, Earia Court Rd., S.W.5. Greenacre 9401. (1975)

**1949** Hillman Minx, small mileage, black, in leather, 1949, one in cloth, a very clean car, 2,000, exchange deferred. (1975)

**ARCHWAY GARAGE**, 120A, Walmer Rd., W.10. Park 8771. (1194)

**IF** you want a good 1939 Minx drop head four-seater, £127, Parkway, N.W.1. Euston 2700. (1456)

**1949** Hillman Minx saloon, black, 3,000 miles, immaculate, £945.—Gilbert Brothers, Ltd., Lady Margaret Rd., Southall, Waa. 1991. (1310)

**1938** Hillman Minx saloon, sup roof, leather interior, taxed year, 1938, 3,000 miles, written guarantee, £495.—West 4106. (1218)

**1950** Hillman Minx Mk IV drop head coupe, 6,000 miles, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3568. (1001)

**1950** (March) Hillman Minx Phase IV saloon, blue, leather, radio, and covers, absolutely as new; £1,015.—Robinson, The Moor, Falmouth 678. (19930)

**1946**—47 Hillman Minx de luxe saloon, grey with blue interior, very well kept and most attractive car, no dealers; £695.—Mr. Sullivan, Liberty 3934. (15234)

**1938** Hillman Minx, black, good condition; £810; any trial.—Greenhill Motors, Ltd., 18-19, Greenhill Parade, Cl. North Rd., New Barnet, Bar. 9778. (19653)

**1949** Hillman Minx Phase III low mileage, very good condition; £495.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. M.1. 1027. (12908)

**1949** (Aug.) Hillman Mark 3 saloon, 5,600 miles, radio, drive, red leather.—Ernest Sutton, Grove Hill 95 (Cheltenham). (Trade enquiries only) (1149)

**1938** (September) Hillman 10 saloon, smoke blue, 1-21 net since new, in good condition throughout; £335.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (1354)

**1948** Phase II Hillman Minx coupe, black with brown upholstery, very clean, accept; £475.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. (10674)

**370**—1938/9 Hillman Minx 4-door de luxe saloon excellent condition.—G.P. (Balham), 20-21 Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-9-0. (5728)

**1950** Hillman Minx, green, red leather interior, 3,000 miles; £1,125; three months' written guarantee.—Chain Garage, Hanger Lane, Western Ave. Ealing, W.5. Per. 4404-3. (1326)

**1946** Hillman utility van, first registered, 1951, spotlessly clean condition, all seats folded into door, absolute bargain; £450.—A.E. Motors, Palmers Green Rd., N.W.6. May. 4791. (10674)

**1939** Hillman Minx saloon de luxe, black with red leather interior, completely reconditioned, immaculate condition, interior new, genuine new mats, pre-war car in post-war condition; £415. (10674)

**MADEIRA MOTORS**, 311, Trinity Rd., Wandsworth C. Milton, Battersea 5575. (1326)

**£435**—1939 Hillman Minx de luxe saloon, a rare 1935 and beautiful model with immaculate body, interior as clean as a new pin, genuine rare bargain; 3 months guarantee, hire purchase, exchange. (1326)

**LAMBS OF WOOD GREEN**, hire purchase, exchange, 11 High Rd., Finchley, N.12. Fin. 6221. (1326)



---

tenham Tel. 2065. 11177





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LANCHESTER

**BROWN'S** for Lanchesters.  
**1939** Lanchester 11 sports saloon de luxe, immaculate condition, 4565.—Brown's Garage, Loughborough (Exeter) 4119 (Tubet). 18191  
**1936** Lanchester 11 saloon, good condition, 4265. 11259  
**1937** Lanchester 14 de luxe saloon, overhauled at a cost of £130; guaranteed, 4475.  
**G** Thames, Kin 4241. 19650  
**1947** Lanchester 10 saloon, low mileage, excellent condition, evenings, week-ends.—Dorchester 2665.  
**LANCHESTER** 14 coupe, sliding doors, p.s.kin, walnut interior, 22,000 miles.—Bedworth, 110, Widney Lane, Solihull. 19690  
**1935** Lanchester 10, good running order, good tyres, taxed year. £185.—20, Orchard Way, Royston, Herts. 11257  
**DEC.** 1948, Lanchester 11hp, private owner, occasional usage, mileage 15,500, uncoloured leather, unexposed.—Box 0700. 19608  
**1936** Lanchester 11 de luxe saloon, a really good car in all respects. £225.—Rory Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700. 11457  
**£165**—1954 Lanchester 10hp de luxe saloon, excellent running, taxed.—Bray Motors, 180, St. West End Lane, Hampstead 6400. 14710  
**1937** Lanchester 14 Mulliner sports coupe, 55,000 miles, immaculate. 4475.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Neadown 2268.  
**S** PINK (BOURNEMOUTH), Ltd., engaged exclusively to the distribution of Lanchester and other cars, consult us when buying or selling; all sources and every service.  
**MAILER** House, Bournemouth. Tel. 5405. 10545  
**1937** Lanchester 11 saloon, appearance immaculate and in excellent mechanical order, any time. 4350.—Worley Court Motors, High Rd., Weybridge, Arnold 5221-2. 17961  
**£550**—1939 Lanchester 11hp saloon, the owner's small monthly black from leather upholstery, original condition.—G. 8, Hall, 802, King St., W.6. Riverside 2061. 15279

## Lanchester Cars Wanted

**C**  
**M** THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—350, Park Lane, W.1. Grosvenor 3454.  
**ROWLAND SMITH'S**, the Lanchester buyers, 180, Hampstead High St. (Hampstead Tube), Ham. 6041.  
**CASH** buyers of low-mileage Lanchester 10s, distance no object.—Hattens, Lord St., Southampton, Tel. 2266.  
**ORDON CARS** require good used 11-14hp Lanchester 10 saloons, later models preferred; traders also please note.  
**ORDON CARS**, 592-6, Greenford Rd., Greenford, L. Middx. Wuxlow 2645.  
**STRATSTONE**, Ltd., wish to purchase Lanchester cars in good condition, prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404). 19265  
**LANCHESTER SPARES AND SERVICE**  
**ACROT MOTORS**, Ltd.—Preslector part taxis, engine and repairs.—169, Fulham Rd., S.W.3. Kensington 7501.  
**LANCHESTER** and Daimler spares, large stock of spares, gaskets, etc. for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macclesley 4719 and 6252-3.  
**LANCIA**  
**BARTLETT**—Lancia 1949 drop head coupe by Ghia, exceptional condition, low total mileage, 4950.—27a, Fernside Villas, W.11. 19226  
**LANCIA** Astura 4-door saloon, Lancia maintained in regard to cost, exceptional condition, 6755.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6577-8.  
**JOHN S. TRUSCOTT**, Ltd., for Lancia Astoria only first-class cars are offered, full details of current stock on request, exchanges, deferred terms.—175, Westbourne Grove W.11, Bay 4274. 11070  
**CHIPSTEAD MOTORS**, Ltd., 107, Fulham Rd., London, S.W.3.—Lancia Astoria 1939 model Superleggera type streamlined four-door drop head, immaculate with latest type wheels, etc., low tax.—Flaxman 0502 7555 7154. 19791

## Lancia Cars Wanted

**JOHN S. TRUSCOTT**, Ltd., urgently require Lancias.  
**EXCEPTIONAL** prices offered for low mileage really well-kept examples.—175, Westbourne Grove, W.11, Bay 4274.  
**LANCIA** Astoria wanted, any year.—T. P. Breen, Ltd., N.20, Tel. Hillside 2593. 10343  
**LANCIA** Astoria, latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 13, Rus 2674-5.  
**REVELL, DAVIES & MARCH**, Ltd., will buy second-hand Lancia Astoria—41-42, Hays Move, Clapham, S.W.1. Grosvenor 3454. 10506

## Lancia Spares and Service

**LANCIA (ENGLAND)**, Ltd., representatives of the famous Italian company, have at all times a choice of several cars for disposal. In first-class condition (including reconditioned engine) all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service and technical details and latest modifications, apply to Lancia Works, Alorton, Wembley (Pervase 3636). 10320

## LANCIA SPARES FOR INDIVIDUALITY

**1949** Lancia-Francis sports 2-seater, grey, small mileage, excellent condition. N.1. Mayfair 8551/2.  
**103** New Bond St., London, W.1. 19684  
**1948** (Sept.) sports roadster, blue, 15,000 miles, one very careful owner. £395.—Pamphill Symonds, Wembley 6262. 8943

## LEA-FRANCIS

**MANN ROBERTSON & Co., Ltd.**, offer:—  
**1949** (Dec.) Lea-Francis 11hp Mk. VII saloon, black with grey leather upholstery, radio, heater, screen washers, rim belashers, mileage 12,000, immaculate throughout. 1951. Regent 2073.  
**14** Berkeley St., London, W.1. 19678  
**C** and Home Counties, offer:—  
**1949** Lea-Francis 14hp saloon, 1 P.F.S., maroon leather, one owner, heater, checked and guaranteed. £1,275.  
**18** Berkeley St., W.1. May 6286.  
**OFFICIAL** Lea-Francis London Service Station: 12, Wellesley Ave., W.6. Riv 1413.  
**1950** (March) Lea-Francis utility van de luxe, 6 feet loading space, roof rack, perfect performance, immaculate condition; £1,095.—Gosnell Motor 2661.  
**1949** (August) Lea-Francis 14hp utility van de luxe, maroon and natural wood, expensive overhaul, hub to show, revalued and regeared, fitted radio and clock, 1 owner, written guarantee; £895.—5, Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. 17742  
**LEA-FRANCIS** 1950, 10hp 6-light saloon, 1 P.F.S., black, lawn hide upholstery, for lamps, hose reel covers, life-guard unburnable inner tubes, one owner, mileage under 5,000, latest model, perfect condition, owner selling due to emigration; last price accepted. E. Bennett, 22, Upper Duke St., Liverpool 1. 19552  
**1949** Lea-Francis Cars Wanted  
**CHAMBER FOLKING**, Ltd., Lea-Francis distributors for London and the Home Counties, are always ready to hear from Lea-Francis owners.  
**SHOWROOMS**, 18, Berkeley St., W.1. May 6286.  
**OFFICIAL** Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv 1413.  
**LEA-FRANCIS SPARES AND SERVICE**  
**LEA-FRANCIS** Cars, Ltd. 10595

**SPARES** and service for all models from the manufacturers and Motors Much Part 8, Coventry, Tel. 6000-3-6. 10332  
**WILLIAM POLLET**, Ltd., sole distributors for Home Counties, Bucks and Sussex.  
**SHOWROOMS**, 18, Berkeley St., W.1. May 6286.  
**SPARE** parts.  
**SERVICE**, 12, Wellesley Ave., W.6. Riv 1413. 10596

**Lincoln Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., urgently require all models Lincoln. Wembley 3903. 10669

**LINCOLN-ZEPHYR**  
**225** ens.—Lincoln-Zephyr, 1937, 37hp V12 4-door saloon, blue, blue cloth upholstery, leather headrests, leather seats, 42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-19

## M.G.

\_\_\_\_\_



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**MORRIS TEN**  
**£345**—Unrepainted battery, 1956 Morris 10hp black, perfect condition, original condition right throughout, good tyres and battery, fully guaranteed by writing.  
**CAMDEN MOTORS**, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 40 cars ready for inspection and finance. Write for post free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. 1140  
**1948** Morris 10 sal., 14,000 miles, green, brown leather, loose covers, exceptional condition. Telford, Ltd., 4, Upper St., Martin's Lane, W.C.2. Temple Bar 355. 19629

**Morris Ten Cars Wanted**  
**URGENTLY** required, post-war series M Morris 10 saloons.  
**LYNE, FRANK & WAGSTAFF**, Ltd., 5-5, Crouch End Hill, N.15, Moultriever 3401. 19601  
**WASH** Morris 10 saloons wanted—Bovens, Middle Gate Garage, Edgware, Tel. Edgware 4643-5. 17  
**NEED** post-war Morris 10 urgently—Fortune, 10, Avenue Mews, S.W.7, Tube Hill, 2166 (day), 19748  
**HOWLAND SMITH'S**, the Morris 10 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. 19609  
**CASH** buyers of low-mileage Morris 10; distance no object—Haltions, Lord St., Southampton, Tel. 2266  
**TUFFIELD** specialists want Morris 10 in good condition—Wards of Putney, 72, West Hill, S.W.15, Van 1255.  
**RAYMOND WAT**, the hire-purchase specialists, are still buying Morris 10s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maide Vale 6034 (10 lines) 19668

**MORRIS TWELVE**  
**1934** Morris 12 saloon, excellent condition, taxed for year, £135—Battersea 7550. 1234  
**G** All-in-look offer for Morris 12 saloon in immaculate condition, £365—Gatesmore Motors, Ltd., High Wycombe, Bucks. 4344. 19606  
**FRANKARD & SMITH** offer 1934 Morris 10 1/2 6-cylinder saloon, black with green upholstery, a very clean car for its year, £120—97, Peckham Rd., S.E.1, Rodney 2651. 19619  
**1939** Morris 12, black/brown leather, one owner since new, very nice car, £175—5, Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1292. 19604  
**MORRIS 12** coupe, black, 1935, virtually one fastidious M and mechanically minded owner from new, complete and all spare, £120—Wright, The Old Elm Birstall, Leicester, Leicester 20628. 19640

**Morris Twelve Cars Wanted**  
**HOWLAND SMITH'S**, 12 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.  
**RAYMOND WAT**, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maide Vale 6034 (10 lines) 19669  
**MORRIS FOURTEEN**  
**375** ems.—1939 Morris 14 4-door de luxe sun saloon, black, black leather upholstery, roomy, luxurious car, £135 deposit—George Clarke (Motors), Ltd., 67, Brinton Hill, S.W.2, Tube Hill 5211. 1961

**CAR MART, Ltd.**  
**MORRIS OXFORD**  
**1950** Morris Oxford saloon, 4,000 miles; £1,145—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3454. 19644  
**WARWICK WRIGHT**, Ltd., offer:—

**1950** Morris Oxford saloon, grey, brown leather, 6,000 miles, excellent condition, £1,150—151, Mayfair 9761.  
**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1, Mayfair 9761.  
**1949** Morris Oxford saloon, green with beige upholstery, fitted radio and heater, 7,000 miles; £1,085.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley, (100 yards north of Tolly Ho Churn), Hildesheim 2620. 19620  
**1950** Morris Oxford saloon, 4,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tel. 3569. 19623  
**1949** Oxford, maroon, beige interior, heater, 9,000 miles, appearance as new; £1,125—15, Pines Ave., Worthing, Tel. 3438. 19645  
**1950** model Morris Oxford, stone grey, 7,000 miles, trade enquiries welcomed—H. C. Paul, Ltd., 62, Bruton Pl., W.1, Mayfair 9621-2. 19621

**GORDON CARR**, Ltd., London 1950 Morris Gordon House, 373, Euston Road, N.W.1, Euston 6611. 19626  
**6000** miles—1949 (March) Morris Oxford saloon, black, heater—Ernest Sutton, Cleve Hill 10 (Cheltenham). (Trade enquiries only please). 1148  
**1950** model Morris Oxford saloon, maroon, beige interior, fitted heater, for lamp etc., 14,000 miles, carefully maintained, immaculate; £965—10, Watford 2524. 19624  
**1950** Morris Oxford saloon, stone, brown leather interior, 10,000 miles, fitted wireless and loose covers, under 6,000 miles, £1,195—8961.  
**THE Gulls, Gwentwyn, Penarth, Glam., (S.W.)** 19660  
**1950** Morris Six saloon, green, green leather, 5,000 miles, spare, unused, one owner—Ripco, Ltd., 16, Altemarie St., Mayfair, W.1, Regent 3550-1. 19653

**Morris Oxford Cars Wanted**  
**C**  
**M**  
**THE CAR MART**, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1, Grosvenor 3454 (10 lines).  
**1949** model Morris Oxford, grey, brown leather, 6,000 miles, excellent condition, £1,150—151, Mayfair 9761.  
**1947** Morris Oxford saloon, green with beige upholstery, fitted radio and heater, 7,000 miles; £1,085.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley, (100 yards north of Tolly Ho Churn), Hildesheim 2620. 19620  
**1950** Morris Oxford saloon, 4,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tel. 3569. 19623  
**1949** Oxford, maroon, beige interior, heater, 9,000 miles, appearance as new; £1,125—15, Pines Ave., Worthing, Tel. 3438. 19645  
**1950** model Morris Oxford, stone grey, 7,000 miles, trade enquiries welcomed—H. C. Paul, Ltd., 62, Bruton Pl., W.1, Mayfair 9621-2. 19621

**GORDON CARR**, Ltd., London 1950 Morris Gordon House, 373, Euston Road, N.W.1, Euston 6611. 19626  
**6000** miles—1949 (March) Morris Oxford saloon, black, heater—Ernest Sutton, Cleve Hill 10 (Cheltenham). (Trade enquiries only please). 1148  
**1950** model Morris Oxford saloon, maroon, beige interior, fitted heater, for lamp etc., 14,000 miles, carefully maintained, immaculate; £965—10, Watford 2524. 19624  
**1950** Morris Oxford saloon, stone, brown leather interior, 10,000 miles, fitted wireless and loose covers, under 6,000 miles, £1,195—8961.  
**THE Gulls, Gwentwyn, Penarth, Glam., (S.W.)** 19660  
**1950** Morris Six saloon, green, green leather, 5,000 miles, spare, unused, one owner—Ripco, Ltd., 16, Altemarie St., Mayfair, W.1, Regent 3550-1. 19653

**MORRIS SIX**  
**1949** Morris Six saloon, 10,000 miles; £1,120—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3454. 19644  
**1950** saloon, black H.V.R. radio, heater, loose covers, carefully serviced; £1,150—Campbell Symonds, Wembley 6262. 19601  
**1950** Morris Six, green, 6,000 miles, exceptionally clean car—Sidney Marcus, Ltd., 35, Sloane Sq., S.W.7, Tube Hill 5211. 19616  
**1950** Morris Six, maroon, fitted wireless and loose covers, under 6,000 miles, £1,195—8961.  
**THE Gulls, Gwentwyn, Penarth, Glam., (S.W.)** 19660  
**1950** Morris Six saloon, green, green leather, 5,000 miles, spare, unused, one owner—Ripco, Ltd., 16, Altemarie St., Mayfair, W.1, Regent 3550-1. 19653

**MORRIS SIX**  
**1949** Morris Six saloon, 10,000 miles; £1,120—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3454. 19644  
**1950** saloon, black H.V.R. radio, heater, loose covers, carefully serviced; £1,150—Campbell Symonds, Wembley 6262. 19601  
**1950** Morris Six, green, 6,000 miles, exceptionally clean car—Sidney Marcus, Ltd., 35, Sloane Sq., S.W.7, Tube Hill 5211. 19616  
**1950** Morris Six, maroon, fitted wireless and loose covers, under 6,000 miles, £1,195—8961.  
**THE Gulls, Gwentwyn, Penarth, Glam., (S.W.)** 19660  
**1950** Morris Six saloon, green, green leather, 5,000 miles, spare, unused, one owner—Ripco, Ltd., 16, Altemarie St., Mayfair, W.1, Regent 3550-1. 19653

**MORRIS SIX**  
**PRIVATE** owner disposing of 1949 (Nov.) Morris 6-cyl. black, perfect condition, 5,500 miles, heater, for reversing lamp, £1,200, near offer.—Box 0757.

**OCTOBER**, 1949, Morris Six, black, beige interior, fitted loose covers, radio, heater, taxed year, small engine, 1950, £1,150, part exchange, deferred terms.  
**AIRWAY GARAGE**, 120a, Walmer Road, W.10, Park 7271. 19623

**MORRIS MISCELLANEOUS**  
**TANKARD & SMITH**, Ltd., offer the choice of many Morris 6s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee—189, King's Rd., S.W.3, Tel. Park 4601-5. 19679  
**MORRIS** cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available, ask us to send you full particulars—Mauds of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 40541. 10105

**Morris Miscellaneous Cars Wanted**  
**R**  
**HOWLAND SMITH'S**, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. 19609  
**MORRIS** wanted—Smith's, 88, Chalk Farm Rd., N.W.1, Gals 2767. 19624  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., wish to purchase all models Morris, Wembley 3503. 19670  
**YASH** buyers of low-mileage Morris 6, 8, 10, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000. 19653

**MORRIS 3** or Minor urgently required purchase all models Morris, Wembley 3503. 19670  
**YASH** buyers of low-mileage Morris 6, 8, 10, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577,









1956 road tyres, in good sound condition, property of customer: £185.—John Jordan Sandy, Beds  
Tel. 64. [1202



### Standard Scores and Service

## STANDARD VANGUARD

S&amp;T

**S**TANDARD TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Road and Epsom Rd., Woking, Surrey, GU24 0JH. Tel. 9114, 10 lines.

**S**TANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

**R**EPAIRS and service for Standard and Triumph cars by the Standard agents Kellogg Garage, High Street, Worcester, Gloucestershire, WR1 1AA. Tel. 7681.

**S**TANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway Bexleyheath, Tel. 1666-7. (0181)

1925.

**S**TANDARD parts to all makes, largest professional stockists—Holland-Edwards Automobile Co., Ltd., Stockport, (Tel. 44641); and Prince's Drive, Colwyn Bay (Tel. 3522). (0559)

**S**CARE parts by return of post; quote commission number of car when ordering—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. (0476)

**LANKESTER ENG. Co., Ltd.** (distributors in Surrey since 1911).—Full range of spares; 'phone, write or

**STANDARD** spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate. Distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. (1575)

**K. J. MOTORS, Ltd.** have available for immediate delivery, reconditioned engines and vast stock of spares for all m.c.s.; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367]

**HALLS (FINCHLEY), Ltd.**, have a comprehensive

A range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 5 months. Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. (0002)

**1947** Studebaker Champion 4-door saloon, left-hand drive, fitted radio and heater, loose seat covers, equipped overdrive, spot lights, various other extras, immaculate motor car.

**1948** hand drive, 4-door saloon, radio, loose seat covers, equipped overdrive and spot light, immaculate motor car.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American car specialists). Wembley 5905. [1981]

**COOMBS & SONS (GUILDFORD), Ltd.** offer:—

**1938** Studebaker saloon; £285.

**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth**  
 Rd., Guildford Guildford GU207-8-9. [1421]

**1947** new 1002 Studebaker Champion heater, radiator, engine, etc.

**1948** Studebaker Champion 2-door sports saloon. 17,000 miles, radio, heater, overdrive beautifully maintained.—J. F. Crawley, 48 Kensington Court.

W 9 Western 6015 18811  
**STUDEBAKER** Champion 22hp saloon, 14,000 miles  
 guaranteed absolutely as new throughout, grey,  
 fawn Bedford cloth interior, original owner; £825—  
 Turner, Amherst 2000. 11417  
**Studebaker Cars Wanted**

**SUNBEAM** 24 close coupled saloon, primrose and black.  
small mileage since £116 spent on engine (bills).

**SUNBEAM-TALBOT**  
**CAR MART, Ltd.**  
 1045 Sunbeam-Talbot 1000s, touring, 8,000 miles.

**1947** Sunbeam-Talbot 10hp (coupe), 6,000 miles, £650.  
**1946** Sunbeam-Talbot 10hp drop head coupe, 19,000 miles; £795.  
**1948** Sunbeam-Talbot 2½-litre saloon, 15,000 miles, £1 075.—Car Mart, Ltd., 320, Euston Rd., N.W.1.  
 Euston 1125.  
 £1 055.

**OVERSEAS CARS, Ltd.**  
**1949** Sunbeam-Talbot 90 saloon, green-red leather;  
 £1,295.  
**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knights-  
 bridge, S.W.3. Tel. Kensington 7375. (9/52)

**1949** (May) Sunbeam-Talbot 90 saloon, 13,000 miles. one owner, black, unscratched. £1250.

**1950** Sunbeam-Talbot 60, mist green, beige leather genuine mileage 2 700; £1,595.—60-62

**1949** Sunbeam-Talbot model 90 saloon, black heater, speedometer reading 7,000.  
**103**, New Bond St., London, W.1. Mayfair 8351-6.

**1939** Sunbeam-Talbot 10 saloon de luxe, immaculate condition; £575.—Brown's Garage, Loughton (Essex) 4119 (Tube). 19160

**1949** Sunbeam-Talbot 90 saloon, satin bronze, red leather, 15,000 miles.

**WARWICK WRIGHT Ltd.** 150, New Bond St., W.1.  
Mayfair 9761. 18854

**GUY SALMON AUTOMOBILES Ltd.** offer:—

**1949** Sunbeam-Talbot 80 saloon, genuine 11,000 miles, H.M.V. radio, immaculate condition; £1,225; another at £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. 13052

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

COOMBS &amp; SONS (GUILDFORD), Ltd. offer:—

**1947** Sunbeam-Talbot, low mileage; £685.  
**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth  
 Tel. Guildford 62407-8-9. [5963]  
**GORDON CARS (LONDON)**, Ltd.—1949 Sunbeam-  
 Talbot 80 saloon, 900 miles. Below [5963]  
**GORDON CARS (LONDON)**, Ltd.—1947 Sunbeam-  
 Talbot 10hp saloon, black. Gordon House, 373,  
 Euston Rd., N.W.1. Euston 6611. [1252]  
**1949** Sunbeam-Talbot 90 saloon, black with brown  
 leather upholstery, 10,000 miles. £1,350.  
**A. SAUNDERS, Ltd.**, Austin House, High Rd.,  
 H. North Finchley (100 yds. north of Tally Ho  
 Corner). Millside 0424. [6098]  
**2-litre Sunbeam-Talbot four-door drop head coupe,**  
 genuine mileage 7,000. In every way indistinguishable  
 from new. £1,090.

**R. F. POOLE, Ltd.**, Bushey Heath, Herts. Tel. 1685.  
 1950 Sunbeam-Talbot 80, satin bronze, leather,  
 low mileage, low wear throughout. £1,010.  
 Turner, Ambrose 3000. [1414]  
**SUNBEAM-TALBOT** 10hp coupe, post-war, urgently  
 required privately—Sharpes, 72, Wymering Man-  
 dions, W.9. Cunningsham 1484. [1476]

**1949** Sunbeam-Talbot 10hp saloon, 15,000  
 miles, one owner. £1,500—Star Garage,  
 Brompton, Dorset. Tel. Brompton 606. [5965]  
**SUNBEAM-TALBOT** 10hp saloon, metallic  
 blue, engine, bodywork, upholstery first class; £550—  
 21, Marine Parade, Southend 6730.

**1939** Sunbeam-Talbot saloon, valued at 10, fitted  
 perfect condition, any trial; £545. Tel. 89a, 8611 10 a.m.  
 8 a.m. [1394]  
**1950** (October) Sunbeam-Talbot 10hp sports  
 saloon, 15,000 miles, £1,275—Barnes  
 Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham.  
 2221, Mat. 1627. [1435]

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp  
 saloon, 1939, finished polychromatic grey with grey  
 leather, perfect good mechanical order, specially  
 recommended; £545.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports  
 saloon, 1939, fitted works conditioned engine, 4,000  
 miles only, new tyres and battery; £565.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports  
 saloon, 1939 model, registered November, 1939, dark  
 blue, very sound order; £495.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp 4-seater  
 sports roadster, 1946, a little sparker, amazingly  
 economical but very fast for a ten, outstanding opportunity  
 at £525.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports  
 saloon, February, 1949, black with fawn interior, late  
 property of lady doctor, serviced and maintained by  
 resident chauffeur, sole reason for sale delivery of  
 new Sunbeam-Talbot 160; £625.

**CAMDEN MOTORS**—Sunbeam-Talbot 3-litre 14hp  
 sports saloon, 1940 prototype of 1948 model, spark-  
 ling coachwork finished in metallic bronze, chrome un-  
 marked, twin horns, passlights, demisters and radio,  
 moderate mileage.

**CAMDEN MOTORS**—Sunbeam-Talbot Specialists, Lake  
 St. Leonards, Surrey, Beds. Tel. 2041 (3 lines)  
 Nearly 800 cars ready for inspection and immediate pur-  
 chase. Write for post-free catalogue. Easy and confi-  
 dential hire purchase facilities, part exchange, free  
 delivery anywhere in the United Kingdom; purchasers  
 have returned from any part of the country; showrooms  
 open from 9 a.m. to 8 p.m., Mondays to Saturdays, 1136

**1950** (Feb.) Sunbeam-Talbot 80 convertible coupe,  
 trade enquiries, £1,475.  
**McKINNON MOTORS, Ltd.**, "Langham House," 3,  
 Stafford Rd., Wallington, near Chroydon, Surrey.  
 Established 1906. Tel. Wallington 3404. [5969]

**1950** (Feb.) Sunbeam-Talbot 80 convertible coupe,  
 grey with grey leather, 10,000 miles, at new  
 price, £1,475.  
**McKINNON MOTORS, Ltd.**, "Langham House," 3,  
 Stafford Rd., Wallington, near Chroydon, Surrey.  
 Established 1906. Tel. Wallington 3404. [5970]

**1940** 2-litre Sunbeam-Talbot saloon, immaculate appearance  
 throughout, mechanically excellent, recently overhauled by  
 Rosters—1, Chatterworth Rd., Chiswick, Tel. Chiswick  
 0514. [1143]

**1946** Sunbeam-Talbot 10hp tourer, new in  
 October, 1946, recently recoloured, red,  
 spotless condition, 25,500 miles actual, any examina-  
 tion one owner, reason for selling new car delivered;  
 £675. Halford, The Hermitage, Wokingham, Surrey.  
 Tel. 2146. [3996]

## Sunbeam-Talbot Cars Wanted

**R. ROOTES**,  
**D. ROTHBUTTS**,  
**REQUIRE** modern low-mileage Sunbeam-Talbot cars  
**IRMINGHAM**—Lower Temple St. (Central 8411).  
**MANCHESTER**—129, Deansgate. (Blackfriars 6677).  
**MALDENSTONE**—(Maldstone 3553).  
**MANTONBURY**—(Canterbury 8232).  
**ROCHESTER**—(Chatham 2531).  
**W. ROTHAM** Heath—(Borough Green 4).  
**R. ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1.  
 Tel. Grosvenor 3401. [1011]

**R. ROWLAND SMITH'S**, the Sunbeam-Talbot buyers—  
 R. Hampstead High St. (Hampstead Tube). Ham.  
 2041. [0909]

**SUNBEAM-TALBOT** or sim. saloon or coupe w/d, late  
 S model, price, mileage, age to 52, Framingham Rd.  
 Sale, Chesham. [5960]

**CASH** buyers of low-mileage Sunbeam-Talbot 10p and  
 C 2-litre, distance no object—Haltions, Lord St.  
 Southampton. Tel. 226. [3968]

**U. ROBERTLY** required, low mileage 1949-50 Sunbeam-  
 Talbot 90 saloon—Gibsons Sports Cars (Leamington),  
 Leamington Rd., Christchurch, Hants. Tel. 1601.  
**CRIPPS**, of Nottingham, urgently require all recent  
 models Sunbeam-Talbot cars—R. Cripps & Co.,  
 41, The Sunbeam, 21, Distributions, Park Lane, 4042  
 Nottingham. Tel. 4681.

## Sunbeam-Talbot Cars Wanted

**BIRMINGHAM** and Midlands—Low-mileage Sun-  
 beam-Talbot modern cars required by George  
 Heath, Ltd., 150-154, Newhall St., Birmingham, and  
 Lower Temple St., Birmingham, 2. [10089]

**TALBOT**  
**TALBOT** 110 fixed head 5 use, perfect condition, two  
 owners, £355—6, Hawthorne Rd., Wallington, Sur-  
 rey. Ham. 2221, Mat. 1627. [10272]

**1938** Talbot 100, good condition; £395—Barnes  
 Garage, 515, Finchley Rd., Hampstead, N.W.3.  
 Ham. 2221, Mat. 1627. [10272]

**1935** Talbot 75, August 1937, 15hp de luxe 4-  
 door saloon, black, sliding head, fawn leather,  
 sunroof, good condition, terms, exchange, list, open  
 9-7 week-days and Saturdays—Rowland Smith, Ham-  
 pstead (Hampstead Tube), Hampstead 6041. [1357]

**1933** Talbot 65 saloon, fitted with following 1935  
 rebuild parts: 6,000 miles; gear, Wings, seats,  
 Lavalent engine, Cromard liners, rear axle, back axle,  
 dynamo and steering, rebuilt 350x18 knock-on  
 wheels, ratio flow shocks, 25 mpg, whole car in post-  
 war condition, exchange for Talbot 95 or 105 sports  
 saloon or drop head—Box 0697. [5959]

**ROWLAND SMITH'S**, the Talbot buyers—Hampstead  
 High St. (Hampstead Tube). Ham. 6041. [0991]

**Talbot Buyers and Service**  
**PRE-SELECTOR** spares—H. & A. Engineering, 35,  
 Grant Rd., Addiscombe 2351. [0702]

**CAR MART, Ltd.**  
**TRIUMPH**  
**1949** Triumph 2000 Roadster, radio, 8,000 miles,  
 £1,175—Car Mart, Ltd., 150, Park Lane,  
 W.1. Grosvenor 3454. [1036]

**NEWNHAMS, Ltd.**  
**1947** Triumph 1800 roadster, grey with blue, low  
 mileage. [1410]  
**1938** Triumph 14hp Vitesse saloon, black with  
 green, moderate mileage. [1410]  
**NEWNHAMS, Ltd.**, 235-7, 9, Hammersmith Rd., Lon-  
 don, W.4. Riverway 4446. [1410]

**CARR BROS. offer:—**  
**1948** Triumph saloon, 14,000 miles only, black  
 cellulose, immaculate, interior spotlessly  
 new, beautiful engine, pleasing performance, a car  
 to be proud of; £1,000.

**CARR BROS., GARAGES, Ltd.**, Purley, Uplands  
 4011/2/3. [1410]  
**TOM GARNER, Ltd.**, offer:—

**1950** Triumph 3-litre Renown saloon, sunmetal  
 with grey leather, 7,000 miles. [1410]  
**1949** Triumph 2000 Roadster, green with green  
 leather, 12,000 miles. [1410]  
**1949** Triumph 10-12, Peter St., Manchester, 2.  
 Blackfriars 3255-A. [5940]

**DICKS CAR SALES offer:—**  
**1948** Triumph 1800 saloon, definitely as new;  
 £650.  
**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn,  
 W.10. Vaux 6985-9. [6534]

**BROOKS** offer individuality.  
**1949** Triumph Model 2000 roadster, black, radio,  
 black, radio, speedometer reading 7,000.  
**103** New Bond St., London, W.1. Mayfair 6351-6. [5967]

**WARWICK WRIGHT, Ltd.**, offer:—  
**1949** Triumph 2000 Roadster, grey-grey leather,  
 7,000 miles. [1410]  
**1950** Triumph 2000 R.E. saloon, black, beige  
 leather, 5,000 miles. [1410]  
**1949** Triumph 2000 R.E. saloon, sunmetal, grey  
 leather, 5,000 miles. [1410]

**WARWICK WRIGHT, Ltd.**, 150, Bond St., W.1.  
 J. SHEPHERD & CO. (ENFIELD), Ltd., offer:  
**1948** (Sept.) Triumph Roadster, steel grey, grey  
 leather upholstery, mileage 15,000, show-  
 room condition; £380—D. J. Shepherd & Co. (Enfield)  
 Ltd., 438, Bedford Rd., Enfield, Home 7631. [6254]

**GUY SALMON AUTOMOBILES, Ltd.**, offer:—  
**1949** Triumph 2000 Roadster, excellent condition,  
 £595—Portsmouth Rd., Thames Ditton,  
 Surrey 5551-2-3. [5979]

**GORDON CARS (LONDON)**, Ltd.—1950 Triumph 2000  
 Roadster, green-green leather—Below  
**GORDON CARS (LONDON)**, Ltd.—1949 Triumph 2000  
 Roadster, green-green leather, radio, many extras—  
 Below

**GORDON CARS (LONDON)**, Ltd.—1948 Triumph 1800  
 Roadster, grey, attractive condition—Below  
**GORDON CARS (LONDON)**, Ltd.—1947 Triumph 1800  
 Roadster, black, excellent order—Gordon House,  
 373, Euston Rd., N.W.1. Euston 6611. [1250]

**GORDON CARS (LONDON)**, Ltd.—1947 Triumph 1800  
 Roadster, black, excellent order—Gordon House,  
 373, Euston Rd., N.W.1. Euston 6611. [1250]

**G 1800 saloon, black—144, Golders Green Rd.**  
 Spe 1011. [1250]

**1939** Triumph Dolomite 14-4 four-door drop head,  
 excellent, guaranteed; £475; payments—  
 17, Astoria Mews, S.W.7. Tel. 1115. [1345]

**OFORD** announce two Triumph Roadsters, 1948 and  
 1949, both one owner and recently driven; £495  
 and £595—158, Gloucester Rd., S.W.7. Fremantle 0051.  
 [5967]

**1949** Triumph 2000 Roadster, green, excellent  
 leather, 7,000 miles only, spare unused—  
 16, Albemarle St., Mayfair, W.1. Regent  
 2652-3. [1410]

**1949** Triumph 2000 saloon, metallic grey, radio  
 low mileage, in good condition; £1,115. [1410]  
**Sidney Marcus, Ltd.**, 33, Sloane St., S.W.1. Tel. Sloane  
 3557/6970. [1410]

**1938-9** Triumph Dolomite 14 Roadster, immacu-  
 late, late throughout, new tyres; £485—  
 Valley Rd., Upper Richmond Rd., East Ham  
 Prospect 7530. [1181]

**1950** Triumph Renown, maroon with beige leather  
 interior, 6,000 miles; £1,250; three months  
 written guarantee—Chain Garages,  
 Western Ave., Ealing, W.3. Tel. 4604-5. [1410]

**1949** Triumph 2000 roadster, green, H.M.V. radio,  
 one owner, very smart and attractive, write  
 for literature; £1,200—Morris & Co., 28-31, 29  
 Ware Rd., London, W.2. Tel. Pad. 3075-6. [5935]

## TRIUMPH

**235** ens.—1936 Triumph Gloria 4-seater drop head  
 4-seater, in excellent condition, a bargain.  
 G. P. (Bulham), Ltd., 2c, Bulham Hill, S.W.12. (100  
 yds. Chiswick South Tube). Bath 1107-8-9. [1728]

**1949** Triumph road-edge saloon, perfect condi-  
 tion throughout, mileage only 7,000, finished  
 in silver grey, regularly maintained and serviced, any  
 trial or examination; £1,150—Tel. Pervale 7949. [1064]

**1946** (trial reg. Dec.) Triumph 1800 saloon, in  
 grey, blue leather upholstery, tyres as new,  
 exceptionally nice condition throughout; £765—Barnet  
 Motors, Ltd., 72-74, High St., South Woodford, E.18.  
 Buckhurst 3766. [1947]

**TANKARD & SMITH** offer: 1935 Triumph 10.4 M.K. 18  
 Carlo sports tourer, first reg. 1934, finished in  
 British racing green, with grey hide upholstery, full all-  
 weather equipment, fitted radio, an exceptional car;  
 1937. [1947]

**895** ens.—Triumph 1800 (Sept. 1947) Roadster  
 1800, coupe, sunmetal, beige leather. Windtone  
 horns, one careful owner, 15,000 miles, exceptional  
 condition, terms, exchange, list; open 9-7 week-days and  
 Saturdays—Rowland Smith, Hampstead (Hampstead  
 Tube). Hampstead 6041. [1589]

**ROSE & YOUNG, Ltd.**, offer: 1949 Triumph Roadster  
 1800 model, small mileage, immaculate condition,  
 £1,000; also 1948 Triumph Roadster 1800 model, excep-  
 tional condition, 15,000 miles, extra, including radio,  
 £845—65-69, St. Nicholas Ave., Stratham Hill, S.W.2.  
 (1 minute Stratham Hill Station). Tulse Hill 6444. [1286]

**25618** miles—1947 series Triumph Roadster  
 1800 drop head, coupe, tyres as new, replaced,  
 with red leather and red carpets, brand new  
 battery, Oxford; this car is quite different, indis-  
 tinguishable from brand new, the cellulose, carpets, up-  
 holstery, hood and plating are all free from any blemish,  
 the mechanical condition is beyond criticism, from all  
 aspects the condition is superior to the majority of 1950  
 models; opportunity to purchase an unusually low mile-  
 age car in superlative condition at a small price.  
 Speedsters, Ltd., Offices at Old Stridards, Cross Oak  
 Lane, Salford, nr. Romilly, Surrey. Mayfair 622. [3936]

## Triumph Cars Wanted

**THE CAR MART, Ltd.**, wish to purchase Triumph  
 cars—320, Euston Rd., N.W.1. Euston 1241.  
**ROWLAND SMITH'S**, the Triumph buyers—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041.  
**POST-WAR** Triumph required, cash payment—Morley,  
 34, Stratham Hill, S.W.2. [1012]

**M. ARNOLD & CO., Ltd.**, for your Triumph—  
 N.15. Tel. 8100. Seven Sisters Rd., Tottenham.  
 1012. [1012]

**CASH** buyers of low-mileage 1950 and 2000 Triumph  
 cars, distance no object—Balfour, Lord St., South-  
 ampton. Tel. 226. [1012]

**BALFOUR & COLONIAL MOTORS, Ltd.**, require 1800  
 B Triumph cars—Upper St. Martin's Lane, W.C.2.  
 Tel. 3586. [1012]

**TRIUMPH 1800 Roadster** urgently required, im-  
 mediate settlement—Rushmore 184, West End Lane, W.2.  
 Hampstead 7327. [1012]

**A. PETO, Ltd.**, 42, North Audley St., W.1. Triumph  
 cars, will purchase Triumph cars in first-class  
 condition. [5961]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]

**BEFORE** finally deciding consult Lamb's, Ltd., of  
 19, Wood Lane, London, E.C.2. Tel. 1115. [1012]







**278** Sprite, £210, plus 15/6 P.T., both ex-works  
and 4-berth hardboard; gas lighting and cooking —  
new at Furlongs Ltd., 160 Powis St. Woolwich,  
E.18. Tel. Woo 5434



ANCHESTER, 1-5, Peter St. (Biscuitians 7845)  
10153

## NEW CARS FOR SALE

## JAGUAR

**JAGUAR** sales; order your new Jaguar from the main dealers.  
**WEMBLEY COURT MOTORS**, High Rd., Wembley, Tel. AR001 52/1.  
**COOMBS & SON (GUILDFORD)**, Ltd., for Jaguar sales and service.  
**MAIN** agents for South-West Surrey.—St. Catherine's Garage, Guildford GU2 0 9 J.  
**LANCASHIRE** specialists sales, repair and spare parts service. Large stocks available.—Parker, Ltd., Bradshawgate, Bolton, Tel. 4080. Deansgate, Manchester, Tel. Deansgate 4507. (1951)

## JOWETT

**H M BENTLEY & PARTNERS**, Ltd.,  
**JAVELIN**, Jupiter and Bradford main agents.  
**SPECIALISED** sales, service and spares available.—Sackville House, 40, Piccadilly, W.1. Regent (940) (1950)  
**NEWNAMES**, Ltd.,  
**JAVELIN** and Bradford main agents; sales and service specialists.—Newnam House, 235-9, Hammermith Rd., W.6, Riv. 4646. (1950)  
**HAROLD RADFORD & Co.**, Ltd.,  
**JAVELIN** and Bradford main agents.  
**SALES & Service**.  
**HAROLD RADFORD & Co.**, Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines).  
**UWELL** sales and service.

**CLARKE OF PIRBRIGHT**, automobile engineers.—Pirbright, Surrey, Tel. 01323 2301-2-3. (1949)  
 Come to the specialists for anything Jovett.

**ODON MOTOR**, Ltd., Barnet, Herts. Tel. Barnet 1100.  
**JOWETT**—Best Surrey's leading agents for Javelin and Bradford vans.—Carr Bros., High St., Purvey, 4812.

**KINGSTON-ON-THAMES** main agents for Jovett Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Surrey, Tel. 221-2.

**JOWETT**, main agents for Manchester.—Dean Jeffries, Ltd., 52, Wilmslow Rd., Didsbury, Manchester, 20, Tel. 4546-4549. Spares in stock. (1952)

**WIMBUSH & Co.**, Ltd., Headfort Place, S.W.1, offer complete service and spares for Bradford and Javelin.—Service, Sloane 0151, Slope Abbey 6596, (1951)

**RED CIRCLE**, Ltd.—Main agents for Jovett Javelin and Bradford vans.—Spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Telephone 1906/7553.

**EDINBURGH**—Complete Jovett Javelin and Bradford commercial vehicle service; full stock of spares; factory trained personnel.—Eastern Motor, Ltd., 52, George St., Edinburgh. (1950)

**KAISER FRAZER**  
**KAISER FRAZER** concessionaires for Great Britain sales and service, applications invited from Corps Diplomatic and American service personnel for supply of Kaiser automobiles including new Henry J. All direct imports from U.S.A.—Glebe Gr. Mills, Ltd., Camberwell Green, London, S.E.5. (1950)

**LAGONDA**  
**HAROLD RADFORD & Co.**, Ltd.,  
**OFFICIALLY** appointed Lagonda retailers.

**SALES** and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (1953)

**PIMPBROOK GARAGE**—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 5891. (1950)

**LEA-FRANCIS**  
**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**WHEELERS** (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1000.

**LEA-FRANCIS**  
**WEST** Yorkshire distributors of Lea-Francis cars.—Marshall's (Hull), Ltd., Kings Cross Rd., Hull, fax. Tel. 5044. (1949)

**LEXANDER**, Ltd., main distributors in the North for the Lea-Francis products.—190, Chesham St., Manchester, Tel. Deansgate 4795. (1948)

**LEA-FRANCIS**—Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms, 221, High St., Detroit, 12, Works: 180, Alcester Rd., Moseley, 13. (1948)

**LYDD**  
**LYDD**—For earliest delivery and expert service.—Westcombe Motors, Ltd., Imperial Garage, Winchester. Distributors for Hampshire. Tel. 4173. (1914)

**MORGAN**  
**BASIL ROY**, Ltd., Morgan distributors; orders now accepted.—161, St. Portland St., W.1. Langham St. 7745. (1951)

**MORGAN** 4/4—Full specification on request.—Motors (London), Ltd., Distributing Agents, 61, North Rd., East Finchley Station, N.2. Tudor 2301-2. (1955)

**NASH** cars, spares and repairs through Nash Concessionaires, Ltd., 617, New St., Albany St., N.W.1. Euston 3558-8. (1952)

**OLDMOBILE**  
**DISTRIBUTORS** (RAWLINS), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Langfield, Surrey, Tel. Langfield 131. (1952)

**OLDMOBILE** main dealers for London Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Leamington St., 11, (Opposite 9620) W.14. (1952)

**OPAL**  
**LANCASHIRE** and Cheshire distributors for Opel Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. (1939)

**PEUGEOT**  
**TOM KNOWLES**, sole Peugeot concessionaires (Great Britain), 19, Brick St., Piccadilly, W.1. May. 5385.

**PONTIAC**  
**PONTIAC**—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. P. Maxman 7752-4. Also at Pontiac works, Farnham Rd., Ascot, Berks.

**RENAULT**  
**RENAULT**—Distributors for Birmingham.—Henry Garner, Ltd., Showrooms, 221, High St., Detroit, 12, Works: 180, Alcester Rd., Moseley, 13. (1948)

**METROPOLIS GARAGE**, Ltd., low Renault distributors for sales, service and spare parts for all models.—1-31, Maclellan Rd. (Crompton), W.14. Sh. 5550-5553. (1952)

**RILEY**  
**RILEY** distributors Wembley and district.—Your enquiries invited.—Montrose Motors, Wembley 2036.

**ROLLS-ROYCE**  
**CAR MART**, Ltd.,  
**OFFICIAL** retailers, will be pleased to accept orders for Rolls-Royce Silver Wraith touring limousine.

**ROLLS-ROYCE** Silver Wraith touring limousine, coachwork by Messrs. Hooper & Co., finished cream and black.

**ROLLS-ROYCE** Silver Wraith touring limousine, coachwork by H. J. Mulliner & Co., Ltd., finished black.

**CAR MART**, Ltd., 150, Park Lane, W.1. Grosvenor 1874.

**ROSE**, Ltd., Northampton.

**CONWAY** Rolls-Royce retailers.

**SHOWROOMS** and service.

**MAREPAIR**, Northampton, Tel. 4549. (1952)

**DAVID ROSENFELD**, Ltd.

**OFFICIAL** Manchester Rolls-Royce and Bentley dealers.

**SHOCKCOMB**, 76, Deansgate, Manchester.

**PHONE** Blackbirds 4942.

**SERVICE** Station, Cheetham Hill Rd.

**MANCHESTER**, 8, Tel. Blackbirds 2502. (1951)

**IRELAND** Drive yourself with chauffeur, per car.

**JACK OLDING** of Mayfair, the official retailers, will be pleased to quote delivery of new and used Rolls-Royce and Bentley cars on application.—Audley House, North Audley St., W.1. Mayfair 5242. (1918)

**WELCOMES** overseas visitors, new self-drive or chauffeur-driven cars are waiting for you at Wilsons Car Hire, 10, Bond St., Trinité Gardens, Brighton & W.2. Tel. Brighton 4011. (1951)

**SUNNY** Jersey. The best selection of new cars to drive yourself in the Channel Islands. A substantial equipment with radio.—Write for brochure to Radio Hire Cars, 15, Charing Cross, St. Helier, Jersey. Tel. Central 217. (1950)

**ROLLS-ROYCE**  
**RIPFON BROS.**, Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mayfair Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 6580.

**A. A. FOX & Co.**, Ltd., official Rolls-Royce and Bentley retailers and repairers; please consult us for delivery quotations of new Rolls-Royce and Bentley cars.—R. A. Fox & Co., Ltd., 3-8, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7607. (1943)

**ROVER**  
**H KENLYN**, England's Leading Motor Agents.

**ROVER** distributors.

**DEVONSHIRE HOUSE**, Piccadilly, W.1. (Grosvenor 2207).

**H KENLYN** House, 305 Euston Rd., N.W.1 Euston 3444. (19154)

**COME** to the pre-war specialists for anything Rover.

**ODEON MOTORS**, Ltd., Barnet, Herts. Tel. Barnet 4100. (1950)

**COOMBS & SON (GUILDFORD)**, Ltd., for Rover sales and service.

**MAIN** agents for South-West Surrey.—St. Catherine's Garage, Guildford GU2 0 9 J.

**SHERIFF MOTORS**, Ltd., High St., Sutton.—Rover sales, service and district. Spares and parts. Tel. Vauxhall 3444. (1949)

**NORTHAMPTON** (Linsell) and North Bucks.—Grove, Ltd., Rover distributors and parts service.—10, Northampton, Tel. 4540. (1940)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 3455. (1949)

## MISCELLANEOUS ADVERTISEMENTS

**CARS FOR HIRE**  
**WIMBLEDON CAR HIRE**.  
**SELF-DRIVE** specialists for 1951 A40's and post-war Austin from 30/- per day. 1952-1951 "we never closed." (1951)

**MANCHESTER**—Drive yourself 1950 saloons; overseas visitors specially catered for.  
**SUPERFAST**, 47 Upper Chorlton Rd., Manchester, 18, Tel. Moss Side 1937. (1946)

**DRIVE** yourself. 435 monthly.—Ramstedt Garage, Brunel Road Garage, Gloucester. Tel. 22055. 1949

**1939-1950** cars, self-drive or chauffeur.—Chapman man Bonfield House, W.2. Cunningham 2384. (1949)

**SCOTT** Cars, 347, Finchley Rd., N.W.3, for self-drive hire, post-war cars.—Tel. Hampstead 7779 and 8676. (1951)

**SELF-DRIVE** hire, inclusive terms, first-class vehicles.—South & Hunter, 279, Kensington High St., W.14. Western 2312. (1949)

**SELF-DRIVE** post-war cars at competitive rates.—Rons, Ltd., 3 Choumert Rd., Ry Lane, Peckham, New Cross 2105. (1950)

**IRELAND**—Drive yourself new Morris Minor for business or holiday visits; reasonable.—Kearney, 15, Grafton Ave., Dublin. Hire it and drive it; the 1950 Morris Oxford and Minor.—Sheelmore Motor Co., Ltd., 21, Kildare St., Dublin. (1950)

**LOGAN CAR HIRE** for Austin 1949 models. Drive yourself.—15, Park Lane, St. (opposite Station), Tel. Sloagh 2051. (1952)

**CARS FOR HIRE**  
**HAROLD R. HILL GARAGE**—Garage accommodation service, high-class car hire.—3-5, Kenmore Meads, 6 W.7. Kensington 4030. (1951)

**MORRIS PARK GARAGE**—Self-drive and chauffeur-driven cars, current models.—110 Wood Vane Forest Hill 8 & 25. (For 2432). (1951)

**O'DONNELL** tourists, modern, self-drive cars may be hired from 25/100 per day. Tel. Alveston Meads, Queens Gate, S.W.7. Tel. Baywater 8229. (1950)

**IRELAND**—Drive yourself with chauffeur, per car.—Full details, apply Messrs. Thompson & Son, Ltd., or direct Murray's, Nassau St. Bridge Dublin. (1949)

**A LWAYS** phone Macaulay 2563 for self-drive or chauffeur-driven hire.—Gee Cars, Ltd., 60-62, Queenwood Rd., S.W.8. (1951)

**WELCOMES** tourists, modern, self-drive or chauffeur-driven cars, £15/15 week, £30 14 days, no mileage charge.—Tel. 5532, 290, Milkwood Rd., Herne Hill 8 & 25. (1951)

**SELF-DRIVE** hire from 27/6 per day or 65 per week. Excellent motor hire.—Modern cars equipped with Kennington Motor Service, 2, Reece Meads, S.W.7. Kensington 1004. (1950)

**WELCOMES** overseas visitors, new self-drive or chauffeur-driven cars are waiting for you at Wilsons Car Hire, 10, Bond St., Trinité Gardens, Brighton & W.2. Tel. Brighton 4011. (1951)

**SUNNY** Jersey. The best selection of new cars to drive yourself in the Channel Islands. A substantial equipment with radio.—Write for brochure to Radio Hire Cars, 15, Charing Cross, St. Helier, Jersey. Tel. Central 217. (1950)

**CARS FOR HIRE**  
**1949** Ford, 2/- per day, Austin A40 and 1947 12s. 25/- a day, Austin 10s and Minis, 30/- a day; also post-war chauffeur driven cars—Allan & 29 Burne Road, W.1. Tel. 2441. (1951)

**A40's** for your holidays or business, large fleet of Austin post-war Austin; special facilities for overseas visitors, self-drive specialists.—Truman's Garage (Arthur Court), Queensway, W.2. Bay. 6415. (1951)

**DRIVE** yourself hire, post-war cars, attractive rates, or short or long periods, business pleasure or visitors specially catered for.—H. F. Edwards, 154 Great Titchfield St., W.1. Museum 6366 and Langham 0774. (1951)

**CAR HIRE** (MAYFAIR) for Rolls-Royce and Austin independently, chauffeur driven, all rights service, also self-drive 1951 A40s, 12-16.—Bourdon St., Berkeley Sq., W.1. Mayfair 6608. "We never close." (1950)

**SELF-DRIVE**—Coming on leave, visiting Britain? Renewed long-term rates, special facilities, modern fleet. Motoring for all, pleasure business use.—Home & Overseas Motors, 160 Finchley Rd., N.W.3. Vaughan 0087-8. (1951)

**SELF-DRIVE** or chauffeur-driven fleet of modern cars, including 1949-50 A40 Austin, Morris, Vauxhall, Wyvern, etc.; overseas visitors special facilities.—Shaw Motors, 1, Burwood Road, Edgware Rd. London, W.2. Tel. 2441 and A.M.C. 2029. (1950)

**POST-WAR** self-drive cars from £10 per week or day's special facilities for overseas visitors, chauffeur-driven saloons available, airports, stations, etc.—P. Ashman, Ltd., 25, Balham Road, Balham, S.W.12. (1951)

**POST-WAR** self-drive cars from £10 per week or day's special facilities for overseas visitors, chauffeur-driven saloons available, airports, stations, etc.—P. Ashman, Ltd., 25, Balham Road, Balham, S.W.12. (1951)

**POST-WAR** self-drive cars from £10 per week or day's special facilities for overseas visitors, chauffeur-driven saloons available, airports, stations, etc.—P. Ashman, Ltd., 25, Balham Road, Balham, S.W.12. (1951)

**POST-WAR** self-drive cars from £10 per week or day's special facilities for overseas visitors, chauffeur-driven saloons available, airports, stations, etc.—P. Ashman, Ltd., 25, Balham Road, Balham, S.W.12. (1951)

**POST-WAR** self-drive cars from £10 per week or day's special facilities for overseas visitors, chauffeur-driven saloons available, airports, stations, etc.—P. Ashman, Ltd., 25, Balham Road, Balham, S.W.12. (1951)





NOTES. 82110-85 100 EVERHARDT. 10/20





---

## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

**SITUATIONS VACANT**  
**M**OTOR car metal body builders and mounters read.  
 by Eustace Watkins, Ltd.; call or write Chelsea  
 Motor St., S.W.3. good wages with bonus scheme; per-  
 manent situations with superannuation scheme; children  
 facilities available. (1515)

**E**XPERIENCED charge hand tester required, essential  
 fully experienced and with knowledge of testing  
 and turning post Wolsley, Riley, Jaguar and Rover  
 cars—Apply H. Beattie & Co., Ltd., 102, London Rd.,  
 Kingston-on-Thames (1212)

**D**RIVE YOURSELF HIRE CO. (LONDON), Ltd. have  
 vacancies for office staff of good education. Counter-  
 receptionist, Book-keeper, Typist, Secretary, also Junior;  
 permanent and progressive, good wages according to  
 qualifications: apply—3, Chester Close, S.W.1. (7195)

**B**OYER-SALESMAN required by old-established high-  
 class survey firm, capable of working on own  
 initiative, full knowledge of pre- and post-war car  
 models and values essential.—Write, giving details of  
 age, qualifications, remuneration expected, to Box 9683.

**A**PPLICANTS are invited for the post of sales  
 manager in motor firm Southern Counties, near  
 Bournemouth. Book-keeper, Typist, Secretary, also Junior;  
 permanent and progressive, good wages according to  
 qualifications: apply—3, Chester Close, S.W.1. (7195)

**B**OYER-SALESMAN required by old-established high-  
 class survey firm, capable of working on own  
 initiative, full knowledge of pre- and post-war car  
 models and values essential.—Write, giving details of  
 age, qualifications, remuneration expected, to Box 9683.

**SITUATIONS VACANT**  
**M**OTOR mechanics wanted, experienced in Ford and  
 other makes.—Apply W. J. Brown, Ltd., 339,  
 Finchley Rd., N.W.3. Tel. Hampstead 4414.

**F**OREMAN wanted for motor repairs workshop; must  
 have all-round experience.—Apply W. J. Brown,  
 Ltd., 339, Finchley Rd., N.W.3. Tel. Hampstead 4414.

**T**HE CAR COLLECTION CO., Ltd., require permanent  
 drivers over the age of 25, with at least 10 years'  
 experience on cars and commercial vehicles, living within  
 5 miles of their depots at London, Croydon, Birming-  
 ham, Oxford, Luton and Bolton; they must be physici-  
 ally fit and able to handle open chassis in the winter;  
 wages paid on driving time, average earnings £1 weekly;  
 sickness scheme; fortnightly holiday with pay after one  
 year; candidates will be required to undergo a two-hour  
 driving test at the British School of Motoring.—Apply  
 in writing, giving names and addresses of two referees  
 covering the last two years, to the Staff Manager, 7,  
 Kendall Place, Baker St., W.1. (1950)

**SITUATIONS WANTED**  
**G**ENERAL manager, age 40, pre- and post-war ex-  
 perience main agents and distributors, seeks  
 permanent position; highest integrity and references.—  
 Box 9760.

**K**EEN man, age 37, requires executive position, service  
 or sales; full apprenticeship served; 13 years' subse-  
 quent experience of cars and commercial vehicles; special  
 knowledge Muffield products; salary required, approx.  
 £300 per annum.—Box 9071. (1953)

**SITUATIONS WANTED**  
**S**KILLED automobile fitter, twelve years' experience,  
 requires position maintaining small fleet of cars  
 and light vehicles; experienced most makes, able to keep  
 records, excellent references, London E.E. district.—  
 Box 9762. (1245)

**E**NTHUSIAST (25) no interest in family business  
 although future assured, sole interest in motor  
 racing, preferably sport, but open to offers; no experience,  
 but willing to learn, car salesman, buyer, etc.; excellent  
 driver, keen, honest, reliable.—Box 9796. (1481)

**BOOKS, ETC.**  
**F**OR sale.—"The Motor WRECK The Autocar" from  
 1946-1950, some copies missing, what offers?—R.  
 Chamberlain, 115, Carlton Rd., Lowestoft. (1251)

**V**IVIAN GRAY, The Motor Enthusiast's Bookdealer,  
 600 books about automobiles, motor cycles, racing,  
 catalogue free.—Locusts Ave., Raywards Heath, Sussex.

**D**YKES Automobile Encyclopedia, invaluable for  
 garages, motorists, students, 1,461 pages, 4,000  
 illus., new 1950 edition, over 500,000 copies sold; des-  
 criptive leaflet free.—Thames & Co. (DATCH), 111,  
 Buchanan St., Blackpool. (1049)

**BOOKS, ETC. Wanted**  
**W**ANTED, handbook for 1934 P.A. Midland—W. G.  
 Creevy, 32, Mount Echo Ave., Chingford, London, E. (1964)

**W**ANTED, Autocar copy August 23rd, 1935; price?—  
 Fryder, Tredragon Rd., Trehenau, Margam Park,  
 Cornwall. (1955)

## HOTELS, AUCTIONS, TENDERS, ETC.

## HOTELS

**S**CARBOROUGH.—Rutland House, 35, Blenheim  
 Terr. Overlooking North Bay; 15s. day; well  
 known for good food.

**T**ORQUAY, Lisham Lea.—Lovely hotel near sea,  
 shops, pavilion; free parking; spring, 66s.;  
 summer, 61s. 6s.—Tel. 2571. (7884)

**M**ENTON, South of France.—Hotel de Paris, near  
 Casino, on sea front; renowned restaurant in  
 large garden; moderate terms. (5241)

**W**OLACOMBE, Devon.—Sunside Hotel, over-  
 looking sands; every comfort; farm produce;  
 special terms early holidays; brochure. (8469)

**H**OLLINGTON Lodge Hotel and Club, Biddlow,  
 St. Leonards, for comfort and really good food;  
 own produce; terms 5-7s.—Tel. Biddlow 445. (9027)

**C**ORNWALL.—Cargoe, Newbridge, Penzance.  
 Farmhouse accommodation overlooking Mount's  
 Bay; bedrooms h. & c.; excellent cuisine; April,  
 May. (8427)

**T**ORQUAY.—Finwood, Westhill Rd., nr. Habbacombe.  
 Fine, h. & c., moderate terms, near  
 sea, buses all part of town; ideal early and late  
 holidays. (8470)

**S**AILORS SAFETY INN, Dinas Cross, Pembroke-  
 shire.—The little inn, on the sea; residential;  
 excellent cuisine; delightful for quiet holidays;  
 bathing, boating and fishing. (9181)

**W**OLACOMBE, Devon.—Castle Rock Hotel,  
 A.A., R.A.C. Wonderful position facing sandy  
 beaches; excellent bathing and surfing; tip-top food;  
 courteous service; brochure.—Tel. 165. (9025)

**C**ORNTISH Cove.—Modern guest house, homely com-  
 fort; children welcome; perfect beach, bathing  
 from house; central shops, golf, etc.; garage.—The  
 Crag, Scaton, Downderry, Torpoint. Downderry 232.  
 (8092)

**T**O vegetarians.—For your next real holiday stay at  
 Merryfield Cottage, Storrington (Tel. 123). Why?  
 Because of comfort, combined with artistry; F.V.,  
 wireless and piano; nice flower garden with compost-  
 grown vegetables; magnificent view of the Downs;  
 bus stops at gate every hour for Worthing, etc.; also  
 post box by garden.—Kindly write for further par-  
 ticulars to Doris Vincent. (9553)

**M**ILMINGTON HOTEL, St. Agnes Lane, Torquay.  
 Is ideal for all-year-round holidays; beautifully  
 situated with wonderful sea views, standing in 2½  
 acres garden yet only 3 mins. from promenade; 45  
 comfortable bedrooms (all fitted h. & c.); garages;  
 games and billiards room; night porter; excellent  
 food and service; write for brochure.—Resident pro-  
 prietors, Mr. and Mrs. S. Shaw (Tel. 65192). (8929)

## AUCTIONS

## ALDRIDGES

(Est 1753)

**H**AVE BEEN SELLING MOTOR CARS BY  
 AUCTION SINCE 1907.

**S**ALES HELD EVERY WEDNESDAY at 2 p.m.  
**A**PPROXIMATELY 75 Cars Vans offered each  
 week.

**C**ATALOGUES, entry forms, etc., of the Auc-  
 tioneers.

**A**LDRIODGEN William Rd. N.W.1. Tel. Euston  
 2352 4515 and 2745 10775

**G**LOUCESTER MOTOR SALE.  
 NEXT SALE FRIDAY, APRIL 13, 1951.  
**E**ARLIEST possible notification is particularly re-  
 quested in order that the sale may be extensively  
 advertised.

**E**NTRY forms free from —  
**J. PEARCE POPE & SONS,**  
 10, ALDATE CHAMBERS, GLOUCESTER. TEL 21274-5

## AUCTIONS

## SOUTHERN COUNTIES

## CAR AUCTIONS.

## LIMITED.

## SOUTHERN COUNTIES SALES

are held at

**C**HICHESTER EVERY TUESDAY  
 at 1 p.m. sharp.  
**THE HORNET.**  
**C**HICHESTER, SUSSEX.  
 Telephone: 3315.

**F**ARNBOROUGH EVERY WEDNESDAY  
 at 1 p.m. sharp.  
**FRIMLEY BRIDGES**  
**FARNBOROUGH, HANTS.**  
 Tel. Camberley 1896 & 1544.  
 Registered Office and Accounts Department.

**B**URLINGTON HOUSE.  
 SOUTH STREET, FARNHAM.  
 Telephone: 5258-9.

**L**ONDON Office: 18-21 Langham House, Regent St.  
 L. Telephone: Langham 1442. (7920)

**C**HARLES RICKARDS, LTD.  
 Est. 100 years.

**I**N THE HEART OF LONDON  
**M**OTOR AUCTION SALE

Twice Weekly  
**T**UESDAYS & **T**HURSDAYS  
 at 2 p.m.

**S**ALES CONDUCTED BY  
**H. V. RICKARDS, F.A.L.P.A.**  
 (Incorporated Auctioneer)  
 Entries invited

**C**HARLES RICKARDS, LTD.  
 CONDUIT MEWS,  
 SPRING STREET, W.2.  
 (1 min. Paddington Sta.)  
 Paddington 1440 (1 line).

**T**HE AUCTION SALE-ROOMS  
 WITH SHOWROOM FACILITIES.

**G**ODDARD, DAVISON & SMITH, LTD.  
 MOTOR & GENERAL AUCTION MART,  
 AUCTION SALES EVERY MONDAY.

Plant, Equipment, Machinery, Tools, Accessories  
 and Miscellaneous Goods  
 at 10 A.M.

**120 CARS, COMMERCIAL VEHICLES, ETC.**  
 at 2 P.M.

**S**PECIAL DEPT. FOR SALE OF MOTOR BUSINESSES  
 GARAGES & FILLING STATIONS FOR SALE & WANTED

Specialist Agents & Valuers to the Motor Industry.  
**T**HE AUCTION HALL,  
 PUTNEY BRIDGE APPROACH, S.W.6  
 Tel. RENOV 6101/2/3.

## AUCTIONS

## G R

BY ORDER OF THE MINISTER OF SUPPLY.

IMPORTANT SALE

BY PUBLIC AUCTION OF

GOVERNMENT

COMMERCIAL VEHICLES AND CARS.

**F**ORD G.S. Trucks, Katter G.S. Trucks, Ford Uni-  
 ons, Dodge Trucks, Standard Utilities, Hillman  
 Utilities, Ford Vans, Ambulances, Bedford G.S. Trucks,  
 Morris Vans, Tipper, Scammell Mechanical Horses,  
 Austin Signal Trucks, Ford Signal Trucks, Studebaker,  
 Morris, Vauxhall and Hillman Saloons, Chevrolet Trucks,  
 Ford Hydraulic Tipper, Gun Tractors, Water Tankers,  
 Bedford Troop Carriers, Wolsley Saloons, etc.

**T**O BE HELD WITHIN THE  
**C**ENTRAL HALLS, 25, BATH STREET,  
 GLASGOW, C.2.  
 (Opposite Municipal Transport Offices.)

**W**EDNESDAY, APRIL 25th, 1951.  
 Commencing at 11 a.m. prompt.

**A**DMISSION BY CATALOGUE ONLY.  
**T**HE Vehicles and Cars may be viewed at M.O.S.  
 Depot No. 75, Oswald Farm, Giffen, near Bath,  
 Ayrshire, on Monday and Tuesday, 23rd and 24th April,  
 1951, from 10 a.m. till 12 noon, and from 1 p.m. till  
 4 p.m. each day, and by arrangement with the Ministry  
 of Civil Aviation for one Truck, which is located at  
 Benbecula Aerodrome, South Uist, Outer Hebrides.

**A**DMISSION to view will be by Catalogue only, price  
 6s. per copy (POSTAL ORDERS ONLY), admitting two  
 persons to Depot and one only on Sale Day to Central  
 Hall.

**C**ATALOGUES may be had from the Auctioneers, and  
 will be the only means of obtaining entry to the  
 Depots and Central Hall.

**H**UGH McILWRAITH & SON,  
 AUCTIONEERS,  
 209, BUCHANAN STREET,  
 GLASGOW, C.1.

TELEPHONES: GLASGOW, DOUGLAS 1986 and 1992,  
 P.B.E.

**1946 TO 1950.**  
**P**OST-WAR MOTOR CARS ONLY  
 artistically displayed at  
**WOOD STREET, CARDIFF.**

**W**OOD STREET, CARDIFF.  
 opposite Cardiff General Railway Station  
**T**HURSDAY NEXT, APRIL 12th at 2 P.M.  
 Original Registration to date from January 1946.

**N**EWPORT MOTOR SALES, LTD.  
 Auctioneers,  
**B**ERTRAM J. TAMPIN, **L**EWELLYN B.

**T**AMPIN will offer  
 BY PUBLIC AUCTION at 2 P.M. PROMPT  
 Particulars, ENTRY FORMS: Phone CARDIFF 456

**D**INGWALL MOTORS, LTD.  
**H**OLD THEIR WELL-KNOWN CAR AUCTIONS  
 EVERY FRIDAY at 4 p.m. SATURDAY 3 p.m.  
**D**RIVE YOUR CAR TO THE SALE AND SEE IT  
 SOLD.

5% commission if car is actually sold.  
 Particulars  
**D**INGWALL MOTORS (CROYDON) LTD.,  
 6-7, DINGWALL RD., CROYDON, CROYDON 540A.

# £62 COMPLETE

(Delivers free within 75 miles of GUILDFORD)

## MARLEY CONCRETE GARAGES

Offer all the advantages of the traditional brick garage at less than half the price.

- ★ Easy owner erection.
- ★ Permanent yet portable.
- ★ No maintenance costs.
- ★ Fireproof.

WRITE FOR ILLUSTRATED BROCHURE  
SURREY CONCRETE LIMITED  
PEASMARSH • GUILDFORD • SURREY  
GUILDFORD 62.86



## RATCHET AND REVOLUTION COUNTERS



PLEASE SEND FOR LEAFLET No. 18/6 SHOWING FULL RANGE OF COUNTERS SPEEDS UP TO 6,000 R.P.M.

SOLE MAKERS and PATENTEES  
B. & F. CARTER & CO. LTD., BOLTON 8

Members of B.E.S.F. & C. Organisation



## BATLEY CONCRETE GARAGES

from £50

Erect it yourself - Less a lifetime. No maintenance costs. Fireproof. Weatherproof. Rotproof. EASY DELIVERY within 100 miles LONDON or OXFORD

Next today to Mr. Brooker, ERNEST BATLEY LTD., 80, Colindale A.E. COVELETT, Tel.: 02245/5

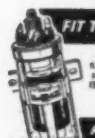
STOP that offensive Note and Exhaust Drumming

MAKE IT PURR!!



Chrome plated FISHTAIL from 55" AIR-COOLED ALUMINUM from 48" TURK REINER CO., Kirkstall Hill, Leeds, 6.

Also made, H.P. and outside diam. steel pipe



FIT THE GENUINE OILCOIL

With PETROL by fitting a Benzolene Oilcoil the motor works at starting, greater power, greater economy, less wear. From Benzolene Oilcoil or direct. Guaranteed 2 years. "one for interesting leaflet 11A. Visit Stand C730 B.I.P."

RUNBAKEN MANCHESTER 1

## TO THE TRADE ONLY

We are the finest organisation in the country for the supply of post-war low mileage cars to the TRADE ONLY.

Send for stock lists.  
(mailed every 10-14 days)

# Gerry Browne MOTORS

24, Leinster Mews,  
Leinster Terrace, London, W.2.

Phones: Padding 2329 and Ambassador 7196.

## GREGORYS SEC. TOYAL BUILDING

Sectional Asbestos or Wooden Garages



Sun Chalet

GREGORYS SECTIONAL BUILDING, Ltd.  
Dept. 6, 278 HIGH ST., UXBIDGE, MIDDLESEX  
Over Dannys (Bakers) Tel: Uxbridge 8801  
for illustrated list of the above, also Greenhouses, Sheds, Loose Boxes, Poultry Houses, Pig Houses, etc.

## NEW! The Secret's in the Suds

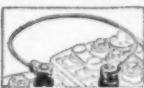
Longest Autofoam SHAMPOO with FLEX CAR WASHERS

An Easy 20 Minute Job  
★ Removes dirt, oil and road film.  
★ Restores & preserves cellulose & chrome.  
★ As easy as washing. Works off any top.  
★ Auto-foamed "cars awarded 3 FIRSTS in Concours d'Elegance."  
From your Garage Dealer, Halford's & Co., Colindale 1, A-5-1 from 1-11

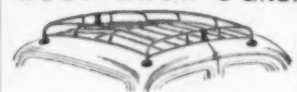
LISTER EQUIPMENT LTD.  
5, CHARLOTTE STREET, MANCHESTER 1

## H. V. BATTERY CHARGING CONNECTORS

VISIBLE POLARITY  
Non-Corrosive and Non-spillable.  
Trade Enquiries Invited  
South-Eastern Battery & E. Co. Ltd.  
375 Queens Rd., S.E.14.  
New K 0007



## THE "VICTORIA" ROOF RACK 5 GNS.



CLIP ON—NO HOLES  
Fit it yourself in 3 minutes. State year and make.  
World Concessionaires:

C. G. NORMAN & CO.,  
50 VAUXHALL BRIDGE RD., LONDON, S.W.1.  
Phone: VICTORIA 2211

## TOUGH the BUTTON

of the TRICO Windscreen Washer and water is sprayed on the glass. It loosens mud and grime, and the wiper blades clean up the debris. A sparkling idea.

SIMPLY FIT A 39% RETAIL TRICO AUTOMATIC WINDSCREEN WASHER

ALL PARTS COMPLETE  
TRICO-POLEBATH LTD., 67, WEST RD., BRENTFORD, MIDDLEX.

## Neata GARAGE

STEEL AND ASBESTOS

Size 14' x 7'. Price £41-10-0

H.P. Terms  
Delivered FREE by our own transport.  
Larger sizes available  
NEATA PRODUCTS (CHELTENHAM) LTD.  
Dept. A, St Pauls, Cheltenham, Glos.

## BRASS, COPPER, DURAL, ALUMINIUM, BRONZE

ROD, BAR SHEET TUBE, STRIP WIRE.

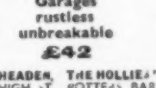
3,000 STANDARD STOCK SIZES

No Quantity too Small. List on application.  
London: H. ROLLET & Co., Ltd. Liverpool: Kirby Estate  
6, Chesham Place, S.W.1. Stockwood 5271/3  
SLOane 3463.

## Aluminium Garages rustless unbreakable

£42

HEADER, THE HOLLIE," HIGH ST., POTTERS BAR, MIDDLEX, Tel: Potters Bar 2683



## neo-PENTEST

CONTAINS BALL PEN & PLUG TESTER

8/6 EACH IN P.P. Fully guaranteed. Non-leak, smooth writing, indicates faulty plugs immediately.

Garages, Accus. Dealers or direct: NEO ELECTRICAL INDUSTRIES, LTD., MANCHESTER, 4









"Silver Peak"—with the unique silver-anodised characters to harmonise with present-day car styles and "White Peak" for those who prefer white characters—they will add to the appearance of your car, last long, clean easily and always look fresh and attractive. Remember to specify "Ace"—Britain's best number plates—for your car.

Manufactured by

**CORNERCROFT LTD**

ACE WORKS, COVENTRY Telephone: Coventry 412; and  
32 CLARGES STREET, LONDON, W.1 Telephone: Grosvenor 1646

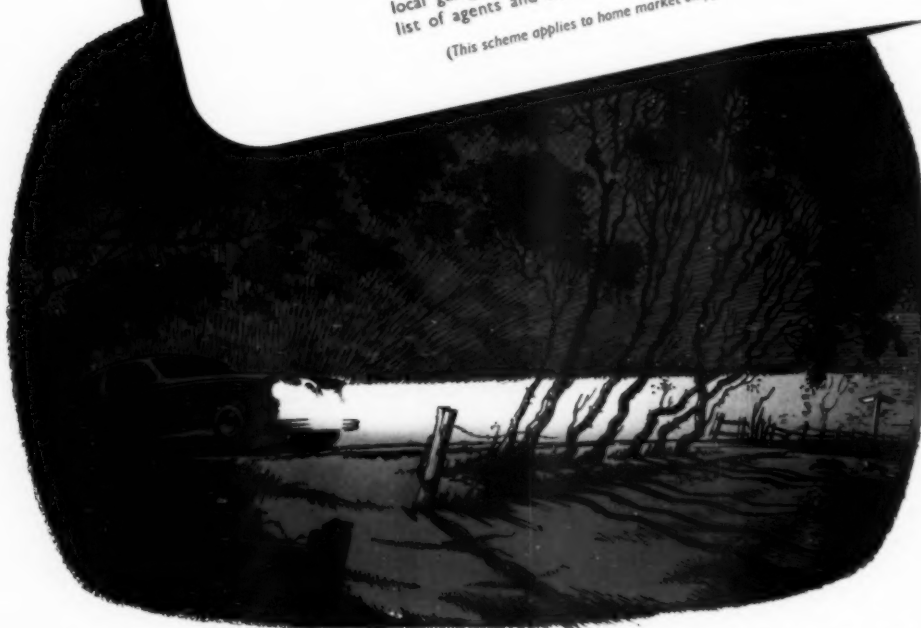
*The Autocar*

APRIL 6, 1951

# **LUCAS** **Car Batteries** **have** **Two Years** **insured life..**

You get Two Years' Insured Life with every car type Lucas Battery. At any time within two years of purchase your local garage can exchange it for a new one at a cost proportionate to the length of service. Ask your local garage for full details, or write for full list of agents and battery literature.

(This scheme applies to home market only)



J O S E P H L U C A S L T D • B I R M I N G H A M • E N G L A N D